

Navy News

FEBRUARY 1979 10p

One degree under...

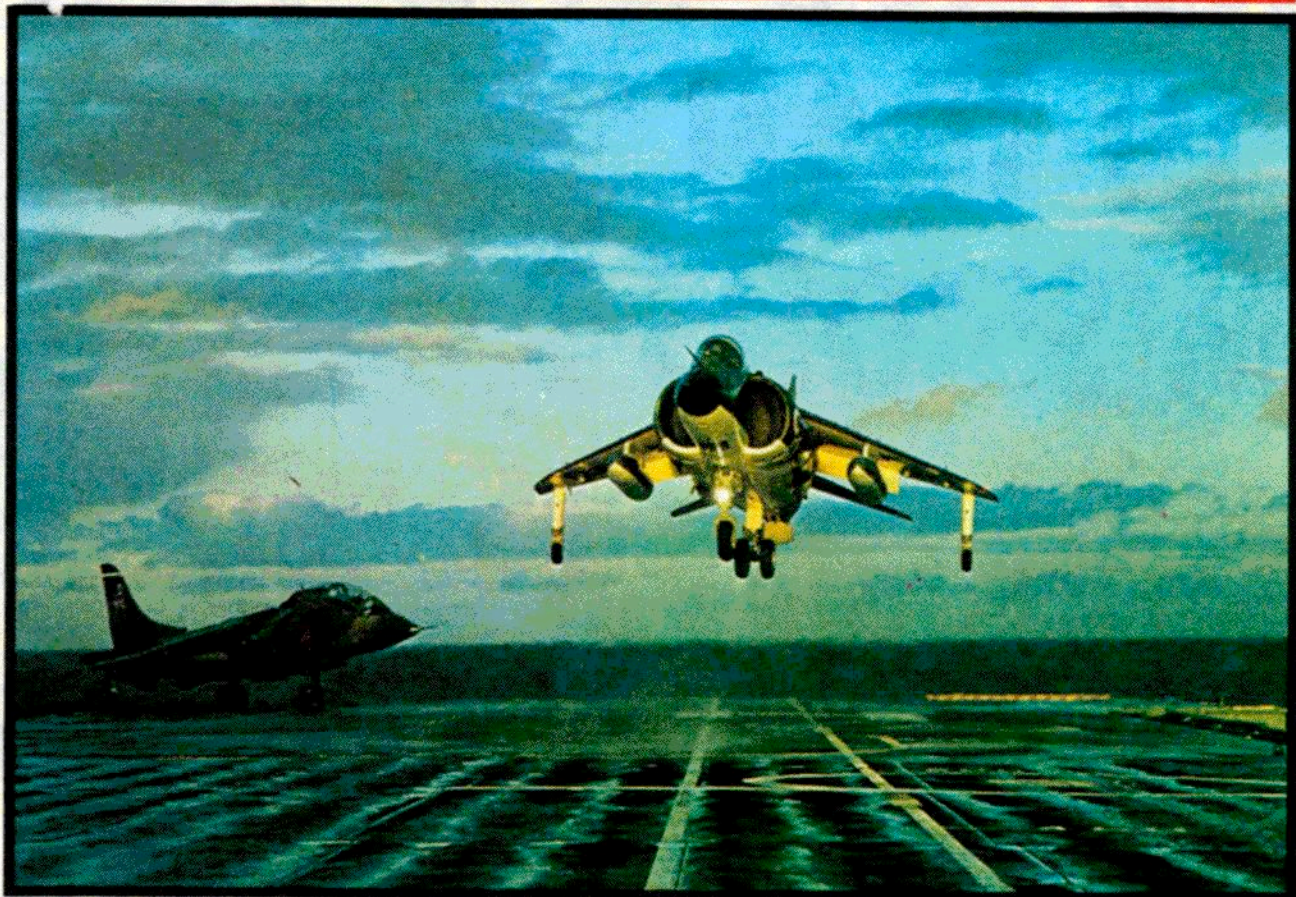
A Royal Navy senior rate who studied assiduously in his spare time while under the sea in a patrolling Polaris submarine has gained a BA degree from the Open University.

CEMN1 John Lundrigan, of Colgrain, Helensburgh, who is 31 and married with two children, won his degree in maths and technology. And he was selected from more than 5,000 graduates of the Open University this year

to be one of a dozen to meet the Prime Minister when at the end of January Mr. Callaghan was invited to the Milton Keynes headquarters of the university, this year celebrating its tenth anniversary.

Chief Lundrigan has been in the Navy about 15 years and has had two spells in submarines. Much of his study was carried out while in H.M. submarine Revenge.

HARRIER HOMES IN



The first of the Sea Harriers are flying and the Navy now looks forward to getting its hands on some of them this summer when the Intensive Flying Trials Unit forms at R.N. air station Yeovilton.

The impressive dusk shot above is a flashback to the occasion when the Sea Harrier had a rendezvous with H.M.S. Hermes off the east coast of Scotland and became first of the breed to land on board ship.

The Hermes, now Portsmouth based, left the U.K. in mid-January to begin her spring programme, which will include two major exercises, one off Norway and the other near Gibraltar.

During this programme she will have more than 180 Dartmouth cadets on board for training, as well as about 50 marine engineering artificer apprentices. This training is normally carried out by an assault ship and after Easter the role will be taken on by H.M.S. Intrepid.

Picture: LA(Phot) Danny du Feu

THUMBS UP FOR CHATHAM

£3,000 nuke bounties for extra years

Bounties of £3,000 are being offered to nuclear propulsion senior watchkeepers in Royal Navy submarines in return for a guarantee of further service.

About 400 ratings who play a vital part in running the power plants of nukes are eligible for the scheme, which is being introduced as a retention measure.

The offer recognises the vital role played by the watchkeepers in ensuring the continued effectiveness of the growing fleet of nuclear-propelled subs and the long periods of vigilance required by the men both at sea and in harbour. It is also intended to compensate for reduced opportunities for time ashore.

The scheme applies only to senior ratings who are category A2 and category B watchkeepers and provides for a taxable bounty of £3,000 for men prepared to guarantee a further three years' service in these categories.

PAYMENT AFTER APRIL

In addition, qualified men who have now left submarines will be able to transfer back and those who have left the Navy within the last year will be asked if they would like to return.

In line with pay policy, the first bounties will not be paid until after April 1 this year, but agreements can be entered into and take effect immediately. The scheme has been approved by the AFPRB.

The bounties are aimed to be a temporary device to compensate for unusual hardships and so encourage men to remain in the Service while longer-term measures build up the numbers and provide a margin for reasonable spells of shore duty.

In announcing the scheme MoD says it will actually save money as the cost of training replacements in this advanced specialization far outweighs the cost of the bounties.

● Continued in back page

Decisions just taken about the Navy's future at Chatham mean that sailors hoping to be based there will be able to state their preference with increased confidence in the long-term opportunities. This applies both to service ashore and in ships with Chatham as base-port.

The Admiralty Board has now decided that present arrangements, under which a small number of frigates are based there and have normal refits in the dockyard, should be placed on a longer-term footing.

The plan is to have six or more operational frigates with Chatham as base-port for the foreseeable future.

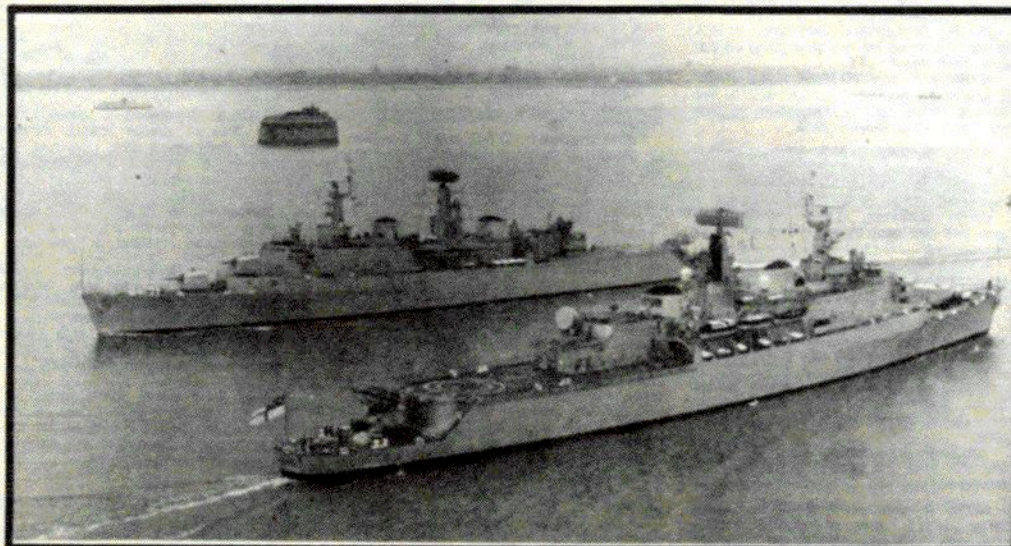
This will make it possible to maintain a single normal refit stream in the work programme and,

in turn, this step will enable the dockyard to achieve a more steady and consistent loading.

Following this, the decision has been made that the Fleet Maintenance Group will also be retained at Chatham to support the frigates and to carry out a variety of other tasks.

In the list of surface ships' expected base ports for about 18 months ahead published in a recent Navy News, the following frigates appeared under Chatham: Achilles, Eskimo, Hermione (on paying off), Plymouth, Rhyl, Scylla and Rothesay.

ONE IN, ONE OUT



As she leaves Portsmouth Harbour on January 16, H.M.S. Kent crosses paths with her sister County class guided missile destroyer H.M.S. London (foreground).

Picture: Wren(Phot) Margaret O'Hara.

Move cost survey

The cost of moving is under survey. Personnel who move to a new ship or establishment during March will be completing a questionnaire itemizing expenses incurred through moving.

The idea is to see how effective Disturbance Allowance is to the married man and to identify the type of expenses met by the single man on moving.

The survey, which will be tri-Service, will cover all personnel, including Servicewomen.

About this edition...

The changes in the arrangement of editorial matter and advertising in this issue result from contingency plans which had been made in the event of having to produce a smaller paper for February. Until late in the production schedule this appeared likely because of newsprint scarcity resulting from the lorry drivers' strike.

Happily, it eventually proved possible to produce a normal-sized paper. But to any readers who discover their favourite features in unusual places, and to advertisers whose announcements have had to be arranged differently, we say "Trust you are not too inconvenienced."

HERALD AND FAWN

SURVEY FORCE

IN IRAN MISSIONS

Ships in a Royal Navy task group broke off from their work surveying the coast of Iran last month to ferry British and American dependants away from the troubled country.

On January 4, H.M.S. Herald detached from the survey ground and headed for Bandar Abbas to embark about 60 Britons and Americans who were unable to leave the country by air because commercial flights had ceased.

They were taken to Dubai, where they continued their journey home.

Later in the month 17 people, including 14 Britons, were evacuated from Chah Bahar by H.M.S. Fawn and taken to Muscat to catch planes home.

The task group, which also includes H.M. ships Hydra and Fox, arrived in the Gulf last October to start the second phase of the Gulf Survey.

The Herald, Fox and Fawn have been working steadily eastwards towards Pakistan, surveying the southern coast of Iran, while the

Hydra has operated ahead of the group setting up the control and fixing instruments along the coastline itself.

After assisted maintenance in Bombay during January, the group was due to start work in a westward direction inside the Gulf.

At the same time as the main survey the Hydra's boats have been conducting a detailed survey of Chah Bahar, where a new naval base and commercial shipping port is planned.

WELCOME

The Herald had spent a four-day Christmas break in Karachi, where the whole ship's company was made welcome by local families.

The ship presented a total of £200 to a home for retarded children and to an orphanage. The money had been raised by Mech1 Aikman, LCK Williams and LSTD Amphlett, who organized the ship's company in sponsoring Mech1 Aikman's 110-lap, non-stop run around the ship.

The homes were visited by the three money-raisers and the ship's first lieutenant, Lieut. A. J. Riley.



In formation before anchoring in Chah Bahar Bay, Iran last month — H.M. ships Hydra, Herald, Fox and Fawn.

Picture: LA(Phot) Doug Wigfield.

Big demand for Daedalus helos

A helicopter from H.M.S. Daedalus joined H.M.S. Eskimo, the tug Agile and Selsey lifeboat in aiding the Panamanian freighter Cape Coast, in trouble in the Solent last month.

It was one of several missions by the Lee-on-Solent Search and Rescue Squadron over the Christmas leave and New Year period.

In a Force 9, the lifeboat took the crew off the freighter, which had a sheared propeller shaft and

was taking in water. A salvage team, airlifted with radio equipment from the frigate by the helicopter, stopped the leak and the vessel was towed to Southampton by the tug.

AIRLIFT

On December 23 a helicopter piloted by Lieut. Ray Colborne airlifted a sick boy to hospital in the Isle of Wight after the boy was double-lifted from a motor fishing vessel in the Solent.

On January 4 Lieut.-Cdr. Gordon Hewitt piloted a helicopter

with a Navy doctor on board which lifted a badly-injured man from a cargo vessel and took him to the R.N. Hospital, Haslar. The diver was LACMN Taylor.

Other missions included unsuccessful searches for two persons overboard from a yacht off Portland Bill and for a missing security officer at Hamble, and several hours as relief for the Cudrose SAR at the scene of the Cantonad sinking near the Channel Islands. Pilot for the first was Lieut. Mike Ellis and for the second and third, Sub-Lieut. Gordon Ross.

Navy sailor gets Alec Rose trophy

Lieut. Alan Hogarth has been awarded the Sir Alec Rose Trophy for single-handed sailing achievement. He received the trophy last month in recognition of a crossing he made from Gibraltar to Plymouth.

Lieut. Hogarth, who is serving in H.M.S. Fisgard, made the trip in October 1976, and encountered storm force 10 winds and 40ft. waves in the bay of Biscay.

Despite his yacht, the 33ft. King's Ransom, being knocked down, the engine ruined, and the radio direction set wrecked, he still managed to sail safely back to Plymouth.

NUBIAN DOWN IN DIXIE

New Orleans is 100 miles from the sea, so it is not the easiest place for a Royal Navy frigate to visit. But H.M.S. Nubian made the eight-hour passage up the Mississippi — to be greeted in true Southern style by a Dixieland band.

Music of course, is the life and soul of New Orleans, and most of the ship's company were drawn to the legendary Basin and Bourbon Street jazz haunts.

Natchez, an old Mississippi steam paddle-wheeler, was booked for each afternoon of the Nubian's visit so that the ship's company could make a trip up "Ol' Man River" to see the sights.

There were more sights earlier in the month when the frigate visited Vera Cruz. Forty sailors chartered a bus and travelled 280 miles inland to Mexico City.

They experienced many examples of the spontaneous hospitality of the Mexican people, and enjoyed guided tours of the country's main cultural attractions.

A highlight of the visit was an exhibition of bull-fighting by members of the crew at Cortijo La Morena, a farm near the city which raises bulls for the ring.

Appeal draw makes £9,000

Three Mini Saloons and two valuable Wyllie prints were the prizes in the First of June Appeal for Naval Officers' Charities 1978 draw, which made a profit of about £9,000.

Mr. W. J. Dickinson, of Forest Row, Sussex, who bought his ticket at the Fleet Air Arm Museum, Yeovil, won first choice of the cars, the other two going to Senior Nursing Sister J. Fagan QARNNS, of R.N. Hospital Haslar, and CPO B. R. Dunbar, of H.M.S. Jupiter. The prints were won by R. J. Longley, of Yeovil, and Mr. J. N. Lawson, of H.M.S. Sultan.

The Appeal supports 13 charities which aid officers of the R.N., R.M., WRNS, the Reserve Arms and their dependants.

NAUTICAL INSTITUTE

This year's programme of Solent Branch of the Nautical Institute includes the following events at the College of Nautical Studies, Warsash. The events start at 1930, except where stated:

February 7: Oil pollution — legal aspects and clean-up operations (joint meeting with RINA and I Mar E).

March 7: The control and operation of tugs in shiphandling.

April 25: The growth of merchant shipping — operations in a naval port (Portsmouth).

May 23: Annual general meeting and cocktail party at 1730 and 1900.

MANADON HISTORY PLANNED

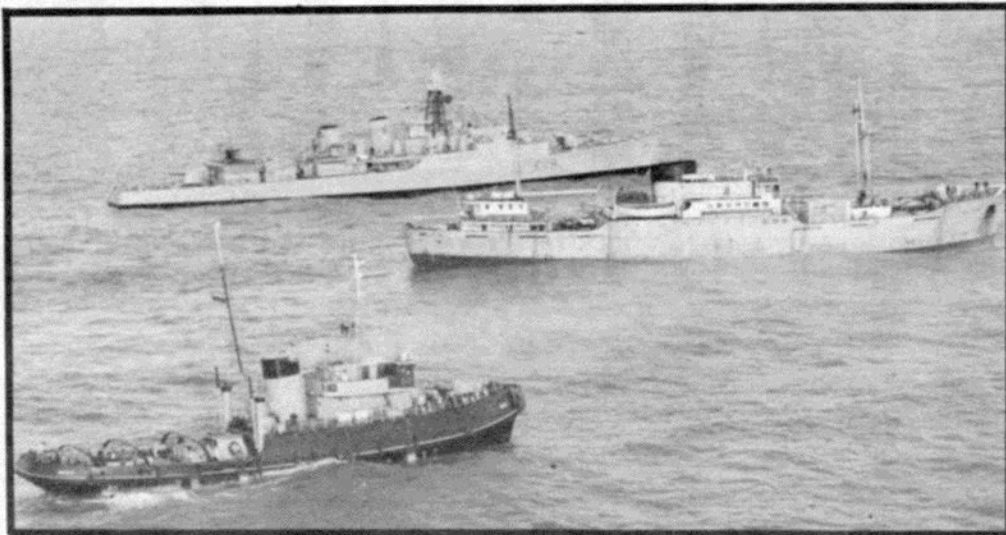
H.M.S. Thunderer is looking forward to her centenary. From Manadon Capt. P. G. Hammersley writes:

1980 will be the centenary year for the Royal Engineering College at Manadon, formerly at Keyham.

Among the many ways in which it is intended to celebrate this auspicious event is that of producing a book on the history of the college. It would be of great help in this project if, among your readers, there were a few ex-Keyham "plumbers" who would be prepared to turn out their photographs of those times for us to borrow.

These, as well as any noteworthy reminiscences or other material, would be quite invaluable.

Contributions should be sent to the Centenary Liaison Officer, RNEC Manadon, Plymouth PL5 3AQ.



In this picture taken from the Daedalus helicopter, H.M.S. Eskimo stands by the Cape Coast, with the tug Agile in the foreground.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

LSTD P. J. Tozer, H.M.S. Antrim, refitting Portsmouth, six months. Will swap for any ship deploying or near refit completion Devonport. Replies to Antrim or c/o Keppel Block, H.M.S. Nelson.

AB(S) P. Ashton, 44, Partridge Gardens, Weacock farm, Cowplain, Hants, drafted H.M.S. Active, Plymouth June. Will swap for any Portsmouth billet.

AB(M) E. Beaton, 12 Mess H.M.S. Norfolk, due Far East deployment. Will swap for any Portsmouth ship in home waters, or refit.

LPT K. Northcote, Gymnasium H.M.S. Drake, drafted H.M.S. Collingwood March. Will swap for any West Country shore base.

AB(R) A. J. Dunn, 11 Mess H.M.S. Norfolk, due Far East deployment May. Will swap for any Portland ship or H.M.S. Osprey. Due outside September, swap must, if possible be before May 8 — on full draft term.

AB J. Williamson, 2 Mess, H.M.S. Achilles, due Far East deployment May, returning December. Will swap for any Portsmouth ship, preferably H.M.S. Nelson.

WRENWTR(A) (AB) H.A. Aldwinckle, WRNS Quarters, H.M.S. Caledonia, Rosyth Ext. 3732. Will swap for H.M.S. Vernon, Eastney, H.M.S. Nelson or Dockyard.

LRO (G) Roberts, MHQ Pitreavie, Dunfermline, Fife, due to join H.M.S. Active, June. Will swap for any MCM or Island class ship or any shore establishment.

AB(S) P. W. Dobbie, N.A.T.O. Registry, H.M.S. Warrior, Northwood, Extn. 474, drafted H.M.S. Jersey, February. Will swap for any southern based ship operating home waters, or London shore base.

AB(R) Lee, 3M Mess H.M.S. Leander D.E.D. until March then home waters. Will swap for any ship going to Far East.

RO1(T) D. Somers, 3M1 Mess H.M.S. Sirius. Will swap for any ship going on Far East deployment.

AB(M) J. J. Prior, 3D Mess, H.M.S. Bristol (Portsmouth) deploying U.S.A. four to five months. Will swap any Portsmouth or Chatham ship not deploying 1979.

AB(S) Garfield, H.M.S. Vernon, drafted H.M.S. Anglesey April. Will swap for any Chatham, Portsmouth, or Plymouth draft, replies c/o G.P.O. Oban, Argyll, Scotland.

CEM1 Bowman, H.M.S. Forest Moor, extn. 249. Will swap for any ship due Far East deployment.

WREN (R) Louth, WRNS Quarters, R.N. air station Yeovilton. Will swap for Scotland, preferably H.M.S. Cochrane.

ALSTD W. R. Phillips, 3L Mess, H.M.S. Jupiter, drafted H.M.S. Heron, March. Will swap for any Devonport ship going into refit or shore base.

COEL A. J. Killeen, S.R. Mess, H.M.S. Drake, drafted H.M.S. Mercury, February, over six months. Will swap for any Devonport draft.

AB(S) M. Johnson, H.M.S. Antrim, refitting until June. Will swap for any Portsmouth frigate or Type 42.

AB(R) B. Parkinson (NAVYEO), Mail Office, H.M.S. Mercury, drafted H.M.S. Charybdis, April, due to refit in Plymouth. Will swap for any Portsmouth draft.

AB(R) Eveleigh, 3 Mess, H.M.S. Arrow, deploying Far East, Australia and New Zealand May, will swap for H.M.S. Osprey or Plymouth shore base, refit considered.

OEM1 S. D. Eggleton, TIL Mess, H.M.S. Collingwood, drafted H.M.S. Kent, June for two years approx. Will swap for any Chatham draft — shore base preferred.

PO(M) J. F. Plummer, H.M.S. Falmouth, drafted to H.M.S. Cambridge, April. Will swap for any Portsmouth shore base.

RO1(G) P. Ramcke, 2 Cabin, H.M.S. Sheffand. Will swap for any Plymouth or Portsmouth ship.

OEM1 O'Brien (AFD 60), H.M.S. Neptune, tel Helensburgh 4321 Extn. 234 drafted H.M.S. Cardiff. Will swap for any Rosyth ship.

CA J. Malcolm, 30 Mess, H.M.S. Avenger (Devonport). Will swap for any Scottish-based ship, preferably Rosyth, deploying or refit.

LRO D. R. Yendle, 3L Mess, H.M.S. Dido, due Far East deployment May. Will swap for any Plymouth ship or shore draft.

MEM1 J. Logan (AMC), Hawkins 31 Mess, H.M.S. Drake, drafted F.M.B. Devonport six months. Will swap for any Chatham or Portsmouth ship or shore base.

OEM1 J. Ruane, 18 Jersey Close, Stubbington, Fareham, tel Stubbington 4336, drafted to Flag Officer Plymouth's Staff, February 26, over six months. Will swap for H.M.S. Collingwood or any shore base Portsmouth area.

AB(R) M. Smith, 4 Mess, H.M.S. Abdiel, drafted H.M.S. Neptune under six months April. Will swap for a London or Rosyth shore base.

LCEM M. Chave, Southern Club, H.M.S. Collingwood, drafted H.M.S. London, Portsmouth, April. Will swap for any Portsmouth ship going foreign.

SEA(R) Rich, 3M Mess, H.M.S. Brighton, just finished refit. Will swap for any Portsmouth Ship.

LS J. A. Weaver (QR11), H.M.S. Zulu, Rosyth, in refit until August. Will swap for any Portsmouth or Chatham ship or shore base — anything considered.

RS A. L. Clark, 2L Mess, H.M.S. Ariadne, drafted to H.M.S. Mercury, March, over 12 months. Will swap for any shore base Plymouth, provided RS is currently in the billet.

RO1 (G) M. Brothwell, C Watch, COM-MCEN, Whitehall, drafted H.M.S. Hermes, May, due deployment then long refit. Will swap for any Portsmouth or Chatham draft. Telephone Shiproom 3839.

LCEM P. Wyman, 10 Mess H.M.S. Norfolk, deploying Far East May, returning December. Will swap for any ship or shore base, Portsmouth, Portland, or Plymouth.

SEA(R) P. J. Arnell, 11 Mess, H.M.S. Norfolk, deploying Far East May, returning December. Will swap for any Portsmouth or Plymouth ship in refit or not deploying.

CK Devenney, 3L Mess, H.M.S. Aurora, due major refit Plymouth, April. Will swap for any Rosyth ship in refit or due a refit.

MEM2 A. McGloin, (BWK doing Unit W/K Cert. training), PO's Mess H.M.S. Leander (Plymouth) D.E.D. until March, then home waters until December. Will swap for any Chatham ship — Portsmouth G/T ship considered.

REM1 S. Deverill, 10 Mess H.M.S. Norfolk, drafted H.M.S. Osprey for Portland Bill COMMEN January, eight months. Will swap for any Portsmouth shore base.

OEM1 Dale, 3 Mess, H.M.S. Reclaim, Portsmouth, running from Falmouth in the summer months. Will swap for any Devonport seagoing frigate.

STD S. Wellbeloved, Lower Aft Mess, H.M.S. Lewiston, Rosyth. Will swap for any Plymouth or Portsmouth ship or shore base.

AB Wileman, Treval Rifle Range, c/o H.M.S. Raleigh, drafted H.M.S. Guernsey, June, based H.M.S. Cochrane. Will swap for any ship operating Plymouth areas or Devonport based.

LS(MW) B. Ely, H.M.S. Stubbington, Rosyth. Will swap for any Portsmouth MCMV or shore base.

STD M. Roby, 10 Mess, H.M.S. Bacchante, foreign deployment July to U.S.A. with STANAVFORLANT. Will swap for any Plymouth, Portsmouth or Portland ship going into refit.

RO1 (T) J. W. Sinnet, 3D Mess, H.M.S. Newcastle, Portsmouth, due to deploy March for ten weeks. Will swap for any Rosyth ship or MHQ Pitreavie.

AB(M) L. Smith, 3D Mess H.M.S. Bristol, Portsmouth, due four months deployment U.S.A. Will swap for any Plymouth-based ship.

SA A. R. Bower, 3F Mess, H.M.S. Torquay, Portsmouth, due refit June. Will swap for any ship due long deployment.

LAM(AE) J. A. Mackenzie, AED Engine Repair Shop, H.M.S. Bulwark. Due to deploy end of February. Will swap for R.N. air station Cudrose.

AB (M) Haley, 3E Mess, H.M.S. Apollo, Portsmouth, will swap for H.M.S. Tiger or H.M.S. Fearless.

AA Atkins, 824 Squadron H.M.S. Sea Hawk, drafted H.M.S. Daedalus, May. Will swap for any Cudrose billet.

Ding Dong in Hong Kong

The streets of Hong Kong and the Kowloon waterfront provide the setting for a chaotic finale to "Revenge of the Pink Panther," one of eight films on the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Most of the cast and population of the Crown colony joins in a hectic chase as four factions of good, evil, or both attempt to elude, capture or rub-out one another.

The film's pre-publicity puts it succinctly: "As Hong Kong sinks slowly in the East, Clouseau again proves that ineptitude is its own reward."

Clouseau is played, of course, by Peter Sellers and Dyan Cannon provides the glamour.

Here is the full list:
Straight Time (X) — Dustin Hoffman, Theresa Russell. In and out of prison and unable to get a steady job because of his record, Max Dembo finds

FILMS for the FLEET

he just cannot avoid trouble. Columbia-EMI-Warner. No. 592.

A Piece of the Action (A) — Sidney Poitier, Bill Cosby. Two super-connies who rob the rich who prey on the poor volunteer to carry out local welfare work with unemployed teenagers. Columbia-EMI-Warner. No. 593.

Warlords of Atlantis (A) — Doug McClure, Peter Gilmore. A professor and his son descend in a diving bell to seek the lost City of Atlantis. Columbia-EMI-Warner. No. 594.

Kingdom of the Spiders (AA) — William Shatner, Tiffany Bolling. Over-use of insecticides destroys the natural prey of spiders, who get together to hunt for larger creatures. Viscom. No. 595.

The Wild Geese (AA) — Richard Burton, Roger Moore, Richard Harris. An unemployed veteran mercenary is hired to choose his own men to form an expedition to rescue an ex-president from the hands of a corrupt dictator who has taken over a Central African country. Rank. No. 596.

The Manitou (X) — Tony Curtis, Susan Strasberg, Stella Stevens. Horror fantasy about a woman possessed by a Manitou — the spirit of a dead Indian medicine man. Viscom. No. 597.

The Cheap Detective (A) — Peter Falk, Ann-Margret. Spoof period private eye adventure. Columbia-EMI-Warner. No. 598.

Revenge of the Pink Panther (A) — Peter Sellers, Herbert Lom, Dyan Cannon. An assassination attempt is made on the life of the much-decorated hero, Chief Inspector Clouseau. United Artists. No. 599.

LEGS ELEVEN!

Vivienne joins the Kent team

During two months docked on Tyneside, H.M.S. Kent struck up a friendly liaison with the local population — especially on the sports fields.

And when the ship's company met Miss Tyneside, the lovely Vivienne Leigh, it was no difficult decision to adopt her as Miss Kent.

Among the sporty types pictured with her here are MEM Billy Stewart, AB Jan Hicks, RO Harry Diver and SEA(R) Brad Bradstock.

Twenty-one-year-old Vivienne also had the chance to try on Mne Stephen McAndrews' ceremonial helmet (inset).



Ve haf vays . . .



. . . off meking you laff!

Wren Stewards Karen Wilkinson (left) and Caroline Crawford seemed to be taking it all very lightly when they fell into the hands of the Wehrmacht. They were taken into the protective custody of ex-Hamburg policeman Oberleutnant Kluge — actor John Malcolm — during filming of London Weekend Television's "Enemy at the Door" series in Chatham Naval Base. Perhaps Kluge had turned on his most menacing guttural accent and grated: "Ve haf vays off meking you laff?"

GET WISE ON DCIs

Think Navy — it could bring in £75!

Every encouragement continues to be given to promoting the flow of the Royal Navy's bright ideas.

Hitherto, all applications for ex-gratia awards for inventions and technical suggestions have had to be forwarded for consideration by the Committee on Awards to Inventors (COATI), but a change in the arrangements has now been announced.

In future, awards of up to £75 may be made, normally by a flag officer, in respect of the use of suggestions of local interest.

These local awards do not preclude consideration by COATI for further benefit if more than £75 is warranted.

All suggestions considered by flag officers or COATI will also be considered by the Herbert Lott Naval Trust Fund.

DCI (RN) 792

☆ More for kit

The 1978/79 kit upkeep allowance is being increased from £57.72 to £60.84 for General Service ratings dressed in Class II uniform who entered the Service on or before June 30, 1977.

It is a once-only increase to enable these ratings to complete the replacement of old-pattern suits of square rig, without being out of pocket.

DCI (RN) 11/79

☆ Recognition

The Amalgamated Union of Engineering Workers now recognises R.N. Survival Equipment branch ratings as semi-skilled fitters for the purpose of trade union membership, and ratings of this branch on leaving the Service are to have their papers annotated accordingly.

DCI (RN) 813

☆ Brazing alloys

For health reasons, brazing alloys are being replaced by another type which is free of cadmium.

Existing stocks are to be used until exhausted, but only in well-ventilated conditions. Where work has to be done in confined areas, the new items will be used, whether existing stock has been exhausted or not.

DCI (RN) 715

☆ Free transfers

Transfers between different branches of the Service are often the means of retaining individual enthusiasm, as well as offering the better use of special aptitudes.

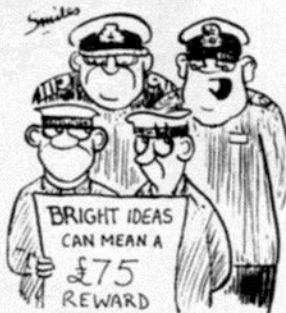
After a new assessment of requirements, the Admiralty Board has decided to further reduce the number of categories to which restrictions must continue to apply.

DCI (RN) 719

☆ Amended

With the extension of the General List of officers to include the Permanent List of the Instructor Branch, the conditions of service of instructor officers serving on the supplementary List have been examined, and amended where necessary.

DCI (RN) 795



"Any ideas these two get are more likely to mean a £75 fine!"

☆ Two T-shirts

No more sports jerseys are to be included in new entrant kits. Instead, each will receive two T-shirts (i.e. shirts, knitted, cooks).

The T-shirts will not have to be maintained as compulsory kit after completion of training, but may continue to be used for PT purposes, or worn with No 4 Dress (night clothing) as required.

Loan pools of sports jerseys will be available at R.N. training establishments, for issue on individual loan to trainees.

Sports jerseys will be available from clothing stores in a range of nine single colours, but the supply of "halved" colours will be discontinued when present stocks are exhausted.

DCI (RN) 727

Yarmouth goes into refit



Extended Service billets

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

H.M.S. Cambridge: CPO(OPS)(M)/PO(M). Captain SM1: MEA(P). Chatham FMG Static: MEA(P). H.M.S. Collingwood: REA (8); CEA (3); OEA (7); CEA/REA; CREA/COEA/CEA; REA/CEA; COEA; CPO(OPS)(M); CREA; CPO(OPS)(S); CCEA. H.M.S. Dolphin (JSSC): CPO (any) Offshore skipper. H.M.S. Dolphin SM School: CMEM(SM). H.M.S. Dryad: CPO(OPS)(R); CPO(OPS)(EW). FMB Devonport SMU: MEA1/2 (SM); REA(SM). FOSM and SUBELANT: OEA1/2/CEA1/2. H.M.S. Mercury: CCY. H.M.S. Neptune NT:

MEA(P)/MEA(H); MEA(P) (3); MEA(H); CPO(OPS)(R); MEA(P)(SM) (2); OEA1/2 (SM) (2); CEA(SM); REA(SM). Portsmouth FMG Static: OEA. R.N.R. South Wales: CRS. R.N.R. Tyne: CPO(OPS)(MW)/PO(MW). R.N.R. Wireless: CRS (2). SMA/RSMA Portsmouth: CMEA/MEA; CREA/REA; CMEA(H); CMEA(P)/CMEA(H). SMOPS Dryad FGR: CPO(OPS)(M). H.M.S. Sultan: MEA(P)/MEMN(P) (4); CMEM (3); POMEM (2); CMEA(P); CMEA(H); MEA(H) (4); REA; CEA. H.M.S. Vernon: CPO(OPS)(S). H.M.S. Vernon PO Craft: OEA.

The following billets in SMA/RSMA Portsmouth will become available from April 1, 1979: CCEA (2); CREA; REA/COEL/POEL/CEA (2); COEL/POEL (2); CMEA(P)/CMEA(H) (2); MEA(P)/MEA(H) (4); CMEM/POMEM.

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

This has a ring to it...

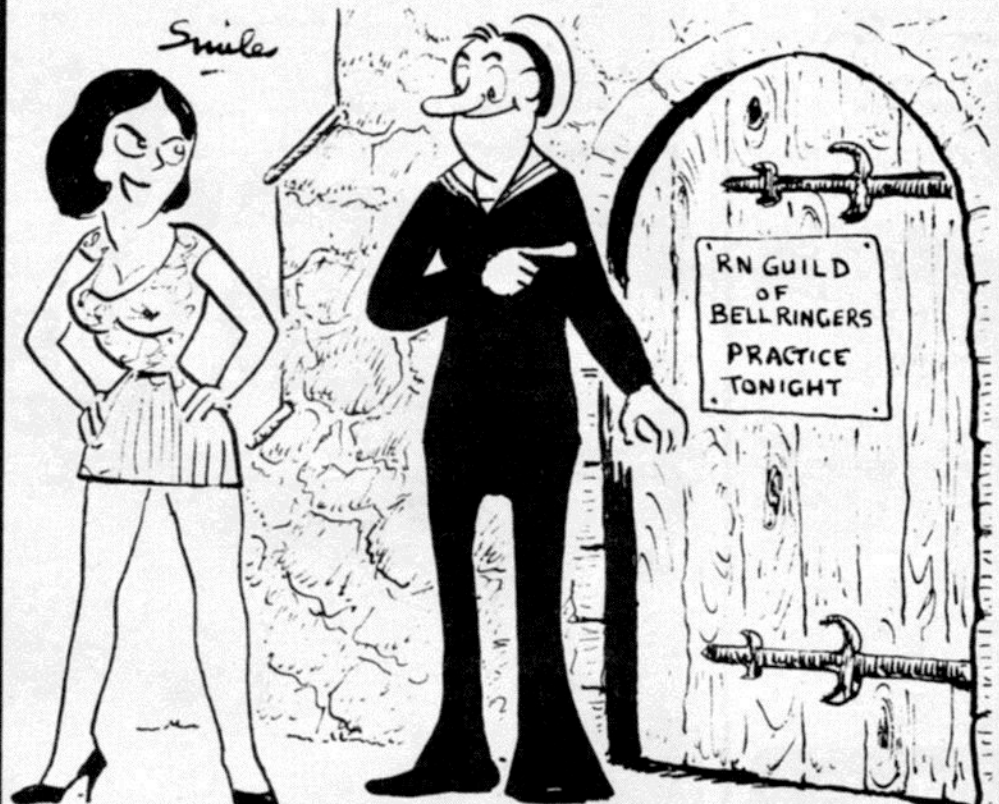
Campanology may be regarded as a strange art to interest sailors, though their lives afloat are traditionally regulated by the chimes of a bell.

However, the more advanced ding-dong obviously has a place in the Service, because approval has been given for the formation of a Royal Naval Guild of Bellringers (RNGB).

The objects are to foster the interest of all naval personnel in the art and exercise of campanology, and to arrange periodic practices and meetings of naval bellringers and their families at suitable towers.

Membership rules include eligibility for both serving and retired personnel, including reservists.

The secretary/treasurer is Lieut.-Cdr. D. C. Linington, H.M.S. Intrepid.



"Try pulling the other one!"

APPOINTMENTS

New Chief Naval Engineer Officer

Rear-Admiral L.S. Bryson became Chief Naval Engineer Officer on January 28 in succession to Rear-Admiral D. G. Satow. In addition to his new appointment, he will continue as Director General Weapons (Naval).

Rear-Admiral Bryson's previous appointments have included weapon system engineer in H.M.S. Tiger and weapons electrical officer in H.M.S. Fife. He has commanded H.M.S. Daedalus and, as a commodore, was Deputy Director of Surface Weapons.

Continues

Rear-Admiral P. R. Marrack, who continues as Director of Dockyard Production and Support, became Senior Naval Representative Bath in succession to Rear-Admiral Satow on January 28.

Other appointments recently announced include:

Capt. K. A. Low. COMBERLANT as Chief of Staff. April 20 (Granted rank of commodore).

Capt. G.T.J.O. Dalton. Dryad in command and as Capt. SMOPS. June 26.

Capt. C. E. T. Baker. Argonaut in command May 15 and as Capt. F7 June 7.

Lieut.-Cdr. J.G. Hurlbatt. Bildeston May 1 and in command.

Lieut. A. J. M. Hogg. Iveston August 7 and in command.

For FOCAS, read FOF3

With the withdrawal from service of H.M.S. Ark Royal at the end of 1978, Flag Officer Carriers and Amphibious Ships (FOCAS) has been re-named Flag Officer Third Flotilla (FOF3).

The Fleet will maintain three surface flotillas, each with a Flag Officer, and FOF3's general responsibilities will be similar to those of FOF1, but he will have particular responsibility to Commander-in-Chief Fleet for naval aviation at sea and for amphibious warfare.

He will also hold the NATO posts of Commander Anti-Submarine Group Two and Commander U.K./Netherlands Amphibious Task Group in the NATO Striking Fleet Atlantic task organization.

Principal R.C. Chaplain

The Rev. Father Vaughan F. J. Morgan is to be Principal Roman Catholic Chaplain to the Royal Navy from February 12. He succeeds Monsignor F. J. Walmsley, who is appointed Bishop-in-Ordinary to H.M. Forces and whose episcopal ordination takes place on February 22.

Monsignor Walmsley, who saw war service as a Merchant Navy seaman, joined the Royal Navy in 1960 and served in five carriers. His shore service included a spell

in Singapore. He was appointed Principal R.C. Chaplain in January 1975 and was named a Prelate of Honour by Pope Paul VI.

Father Morgan, who joined the Navy in 1962, has also served in carriers and his other appointments have included R.N. Hospital Haslar and the shore establishments Ganges, Pembroke, Dryad, Neptune and Raleigh. More recently he has been based in H.M.S. Nelson.

ADC to Queen

The following were appointed ADC to the Queen from January 7:

Commodores G. Hayne and R. J. P. Heath; and Captains J. F. Cadell, W. E. B. Godsal, J. R. Grindle, W. T. T. Pakenham, P. J. Shaw, R. G. Baylis, G. M. Cornish, M. J. E. Howard-Smith, D. W. G. Robotham, C. H. H. Owen and T. O. K. Spraggs.

SHIPS OF THE ROYAL NAVY No. 279



In mythology, Dido was the queen and founder of Carthage. The legend tells us that after her lover Aeneas left Carthage at the command of the gods she threw herself on to a bonfire in despair.

The ship's crest is described in heraldic terms as "Issuant from the base flames proper on a blue field." It looks like the business end of the bonfire on which Queen Dido died.

DIDO'S BACK — AT FULL SPEED!

This picture and below right: H.M.S. Dido, newly-converted to carry the Ikara missile system. Below: The famous Second World War cruiser.



H.M.S. Dido starts work-up this month claiming a new "speed" record after her three-year conversion to the Royal Navy's eighth and last Ikara Leander frigate. The record is for the time taken to complete all trials after leaving dockyard hands.

The ship was handed back to the Navy at Devonport on October 27, 1978, on completion of all dockyard installation and repair work. Her operational date, on completion of all trials, was December 14.

"This period of only seven weeks is a record," said an officer. "Previously, 12 to 14 weeks has been the norm."

The Dido started life as a Type 12 called H.M.S. Hastings. Before she was half complete she had changed name, design and class and in December, 1961, she was launched as H.M.S. Dido, a Leander class general purpose frigate.

She was the first of the class to be launched but the second to be commissioned, allowing H.M.S. Leander to name the class.

From her first commissioning on September 18, 1963 the Dido served 12 years with only short breaks for modification and maintenance. By July, 1975 when she was taken into Devonport Dockyard for Ikara conversion, she had steamed over 400,000 miles, equivalent to 15 circumnavigations of the world.

The ship's main strength is now her anti-submarine detection equipment and weaponry. The Ikara guided missile is computer-directed to deliver a homing torpedo to a point near

FACTS AND FIGURES

Displacement: 2,860 tons. Length: 372ft. Beam: 41ft. Draught: 18ft. Aircraft: One Wasp helicopter. Armament: Ikara missile system; two quadruple Seacat anti-aircraft missile launchers; 2 40mm Bofors guns; one Limbo mortar. Propulsion: Two double reduction geared turbines; two shafts; 30,000 shp. Speed, 29 knots. Complement: 251 officers and men.

a submarine that could be a long way from the ship — possibly even outside the range of the shipborne sonar equipment and tracked by another ship or by a helicopter.

Supporting the Ikara system is a Wasp helicopter, capable of about 140 knots and able to deliver a homing torpedo or depth charge to a submarine target. It can also carry anti-ship missiles.

The Dido also carries the triple-barrelled mortar Mk 10 for

close-range anti-submarine work, the Seacat anti-aircraft guided missile system, and two Bofors 40mm guns.

After leaving dockyard hands in October the Dido, commanded by Cdr. Gerald Booth, switched from the Fourth to the Third Frigate Squadron, which she will join on completion of work-up. There is the prospect of a long deployment in the latter half of this year.

CRUISER WITH CLASS

Since 1784, when the first ship of the name was launched, there has been a fairly continuous line of Didos serving the Royal Navy. The present frigate is the sixth.

Most famous of all was the fifth (above), which gained ten battle honours in the Second World War as the lead ship of the Dido class of cruisers.

As well as ten 5.25in. guns as her main armament, she carried a catapult-launched aircraft and six 21in. torpedo tubes.

From her first commissioning in September, 1940, until the end of the war she was always to be found in the thick of the hottest action, as proved by her battle honours:

Crete 1941; Sirte 1942; Mediterranean 1942-44; Malta Convoys 1942; Sicily 1943; Salerno 1943; Aegean 1943; Anzio 1944; South of France 1944; Arctic 1944.

After the war she spent ten years in the Reserve Fleet until being scrapped in 1958.

BOLTON BOND

A close affiliation between H.M.S. Dido and the Lancashire town of Bolton was underlined at the ship's recommissioning ceremony at Devonport on September 23, 1978.

The town was represented by a civic party led by the Mayor and Mayoress, Councillor and Mrs. A. Hibbert, and during the ceremony Coun. Hibbert presented a scroll, conferring on the ship the Freedom of the Borough of Bolton, to the commanding officer, Cdr. Gerald Booth.

The scroll and silver casket in which it rests were originally presented to the Dido in 1973, during the ship's company's visit to Bolton.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Benwick (mod), Benwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broad-sword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cavalier, Centaur, Charybdis, Cheyenne, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus,

Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrington, Monitron on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marxman, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyol, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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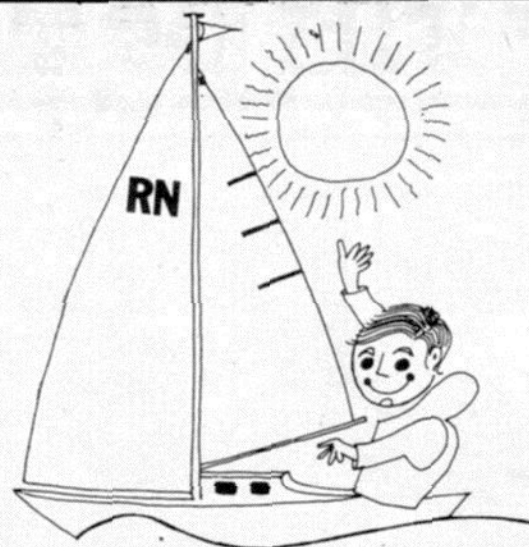
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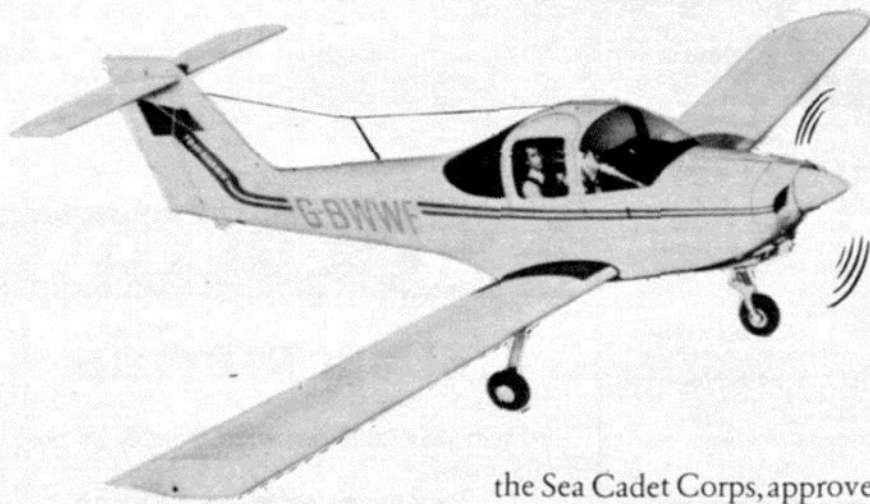
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The course lasts about 4 weeks and includes a total of 30 hours flying. Only nominal charges are made for accommodation.

Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only),

the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

KGFS

King George's Fund for Sailors
1 Chesam St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT
SEAFARERS IN NEED AND THEIR FAMILIES



STEAM BURST HERO GETS A MEDAL

ALMEM James McWilliams was on watch when an explosion rocked the turbo generator department of the Polaris submarine H.M.S. Revenge.

As a dense cloud of high pressure steam roared into the compartment, ALMEM McWilliams raised the alarm, then crawled

under the steam to find the source of the burst.

His fearless action in the emergency has been recognized with the award of the Queen's Gallantry Medal.

After raising the alarm, ALMEM McWilliams went back into the room to find the leak. Able to breathe only by crouching below the steam cloud, he crawled along a 12in. wide catwalk, sustained a painful back injury, and was eventually driven back by the intense heat.

EMERGENCY

He stayed in the room to start closing down the boiler, then withdrew to put on protective clothing before helping with the emergency operations.

Five men who helped bring the steam burst under control have been awarded the Queen's Commendation for Brave Conduct. They are Lieut.-Cdr. P. A. Thomas, ACMEMN Frank Hurley, AOEMN1 Albert McCrum, MEMN1 John McDonagh and MEMN1 Robert Murdoch.

CLIMBED CRANE

The Queen's Gallantry Medal has also been awarded to APOREL Roger Eglinton, who climbed a crane in Devonport Dockyard at night to help a rating. As PO Eglinton reached the top of the crane, the rating climbed out on to the jib, 120ft. above the ground, and appeared to be ready to jump.

In darkness, the petty officer inched his way along the jib and, after an hour of talking, coaxed and assisted the man back to safety.

Chichester's bell given to city

H.M.S. Chichester's bell has been presented to Chichester District Council and will be put on display in a handsome oak gantry constructed by joiner apprentices at Chatham.

The Chichester was a Salisbury-class frigate which was taken out of service in 1976.

★ ★ ★

A Royal Navy detachment of 130 officers and men, commanded by Cdr. Tony Adlard, said farewell to R.A.F. Honington on December 15. The detachment trained officers and men for 809 Squadron, which used Honington as a shore base when disembarked off Ark Royal.

★ ★ ★

Dorothy, a small single screw tug of 38 tons, shipped back to the United Kingdom from Hong Kong, has joined the 14 tugs of the Royal Maritime Auxiliary Service in Portsmouth. Her main task will be to move lighters around the Naval Base. She will also be used to move frigates, not under power, and will assist other tugs to move larger vessels.

Such a fag for Shetland



When a container was found floating near rigs of the Indefatigable Gas Field off the Norfolk coast, H.M.S. Shetland sailed in to dispose of the offending article. And what a fag that turned out to be!

After towing the container — which held 5.5 million cigarettes — the Shetland's salvage attempt was thwarted by worsening weather and rising seas.

"Sink the Ciggies" was the next order, so the BIRD-class patrol ship's Bofors gun (pictured left) opened fire, splitting the container and setting the contents on fire.

A few million smokes, however, are fairly buoyant, and so the container had to be sunk finally by explosives.

The picture above shows Sub-Lieut. Paul Collins, the Gunnery Officer, jumping clear of the container after lighting the fuse. He was hauled aboard as the Shetland steamed clear — the quickest way of doing the job in deteriorating weather.

HELPING HANDS

ROOKE'S £400 CONGA

Dancing is a fun way to raise money for charity, and there can be no better choice than a lively conga if the aim is to cover 25 laps of a soccer pitch in two hours.

This was achieved by members of the COMMEN and other departments in H.M.S. Rooke, whose "conga-ing" raised more than £400 for St Martin's School for Handicapped Children, Gibraltar. The visiting band of the Queen's Own Highlanders set the dancers off to a swinging pace.

□ □ □

Fife trio raise £200

MEM Peter Farrar (left), AB Gary Cansell (centre) and MEM Terry Fawcett, all serving in H.M.S. Fife, cycled the 700 miles from Plymouth to Rosyth — and got paid for it! They took five days to complete their marathon journey, and raised £200 for Fife News Tapes for the Blind.

For 22 severely mentally subnormal boys of Oak House, the children's ward of Leavesden Hospital for the Subnormal at Abbots Langley, near Watford, a door has opened on the world. They can now go for outings in a £1,600 mini-bus which the junior ratings and ranks of H.M.S. Warrior have helped to buy. A year ago they adopted Oak House as their charity, and then raised £900 towards the cost of the bus.

□ □ □

The ship's company of H.M.S. Abdiel surprised the children of Bonnyrigg Home, Hartlepool, by giving them a 26in. colour television.

□ □ □

The Plotters and Radar Instructors Association, based at H.M.S. Dryad, which has donated £800 to charity in the last two years, gave a colour television set to Beechwood Ward at Heathside Hospital, Petersfield. The P.R.I. Association, founded 11 years ago, has a membership of over 230, both serving and civilian personnel.



It was buckets, mops, shovels and rolled up sleeves for the men of H.M.S. Charybdis, who turned out to help villagers of Chiswell, Portland, clean up when the area was hit by December floods and storms. Among the team of 80 volunteers, led by the ship's first lieutenant, Lieut.-Cdr. Chris York, were ABs Alan Clark, John Broom and Steven Nuttall, pictured here clearing up the storm damage.

A 22in. colour television was the choice of H.M.S. Drake for the children of St Blavey Home for the handicapped. The committee of the Drake Club also gave each child an individual gift.

□ □ □

The crew of H.M.S. Hermione had no problem disposing of foreign coins when the ship returned from a 7½-month deployment to the west coast of America and Canada. More

than one hundredweight of coins were presented to the Cornwall and Devon N.S.P.C.C.

□ □ □

Toys of all shapes and sizes, collected while H.M.S. Leander was on deployment in the United States and Canada, were presented to the Nazareth Children's Home in Plymouth. Also handed over was a £43 cheque collected by the POs' Mess.

GHASTLY GANGES

"The first, last, and only concentration camp in England" was how one customer described H.M.S. Ganges, the naval training establishment at Shotley, near Ipswich, where every year 2,000 boys between 15 and 17 were (often literally) whipped into shape to serve the Royal Navy for at least the next 12 years.

From the December edition of Navy News . . . our review of the H.M.S. Ganges book.

I read with interest the letters on my book, "H.M.S. Ganges," and it surprises me that so many persons could share the same experience and yet have conflicting opinions.

My 17 months there were fraught with misery and disaster. My "oppo" committed suicide (unable to face Ganges), another died on jankers, another died while "learning to swim," and my "jankers oppo" was drummed out — the only boy that Ganges could not tame.

Apart from this, I did 74 days on jankers, went "on the trot" for a week, and narrowly escaped 12 "cuts" by wearing my green coat.

But did I enjoy Ganges? Of course! It provided the material to write the book. Otherwise, no. Time dims memory. We forget the bad and remember only the good.

To enjoy Ganges is to enjoy discipline and harsh treatment. When critics say they would willingly go through it all again, they mean they are man enough to withstand the onslaught that Ganges had to offer. If not, then I sympathize with their masochistic tendencies. But I do thank them sincerely for the interest they have shown in the book. — John Douglas, Birmingham.

□ Ganges was heaven!

As a boy from the training ship Warspite (then moored in the Thames off Greenwich) in 1929, I found Ganges heaven — excellent food, beds instead of hammocks, and such a different atmosphere in all respects. I really enjoyed myself there, though, instructors being what they are, life was not made any easier by the fact that after the Warspite training, they could not teach me anything about basic seamanship. — A. V. Edwards (ex-PO, AA1), Shrewsbury.

□ Very disappointed

I bought the book reviewed in your December issue, but was very disappointed, realizing that the author had no idea of H.M.S. Ganges as it really was, he having joined about 1948.

Prior to the Second World War it was very different, with well-known instructors, including Fatty Chapman, Medical Marvel, Nutty Gardner, and PO Griffiths. — Harry Plaice (ex-chief yeoman of signals), Swansea.

□ Author's imagination

Having read the December issue, I must take exception to the book "H.M.S. Ganges," which you reviewed.

When I was a Ganges boy in 1931 to 1933, the various punishments mentioned by the author did not exist. A rope's end was considered sufficient for minor punishment. Serious offences resulted in cuts with the cane (up to 12), carried out in a room near the guardroom, with the duty officer and medical officer in attendance.

The author seems to have allowed his imagination to run riot in describing sentence being carried out with R.M. drummers in attendance.

Our instructors were pensioners — kindly men who knew well enough what problems existed for boys who had joined the great unknown. We had almost unlimited sport and a first-class gymnasium. — W. H. Worrall (ex-PO), Ashford, Kent.

□ Piece of cake

Your heading to Mr. Douglas's book shocked me. Joining that establishment in August, 1923, I found conditions much easier than I had been trained to expect — in fact a piece of cake (except for that wretched mast!)

I did have an advantage as a "stodger," having been three years in the training ship Mercury.

I am pretty certain that all those who experienced the drill at Ganges became good citizens, and that's what matters. — George E. Bradley, (ex-CPO 1923-58), London.

● It is clear from the book and from readers' letters that H.M.S. Ganges was a very different place at different times. Mr. Douglas, author of the book, was there in 1948. — Editor.

Forgetting the bad times?

Plymouth bard incurs Wrens' wrath

There was a quick reply, in verse, to Bernard Campion's poetic grumble (January edition) that Dental Wrens have changed their skirts for all-concealing trousers . . .

Dear Sir,
We are your neighbours,
Next door to Barham Block
The Naval Dental Training School
Where all the sailors flock!

We must, Sir, lodge a protest
At Bernard Campion's slur
Upon our image and our job.
He does our wrath incur!

It must be hard
For Plymouth's bard
To view the changing scene

With Wrens in tights
And other sights
On which he isn't keen.

And now Sir, Wrens in trousers!
What's going to happen next?
We hope, Sir, that you'll give us space
To tell you why we're vexed!

We're DSA's, Hygienists too,
Why does your poet fuss?
If there's 'detoothing' to be done
It WON'T be done by us!

In days of yore
Now gone before
Toothache was all the rage.
Th other bard
His life was marred:
'Sans teeth' in his old age.

Now 'Jack's' a charming fellow
And it makes us sad and blue
To see his bright and shiny smile
Discarded, like a show.

And now, sir, here's our message,
This is the crucial bit,
There is no need for gums that bleed
And dentures that don't fit.

We'll teach Jack how,
And this we vow,
To KEEP his teeth — No jest!
And he'll be back
(We know our Jack)
'Cos we fill trousers best!

— signed by the Wrens of the Royal Naval Dental Training School

LETTERS TO THE EDITOR

REFIT DUTY CONDITIONS ARE AWFUL!

Henry VIII is given the credit for founding the modern Navy. It therefore follows that for the past 500 years or so, Royal Navy ships have been going in for refits.

It would appear that after all that time the Senior Service still cannot get this "evolution" weighed off.

This is my third ship in refit, and conditions for the duty watch, in each case, have been awful.

I realize that ships in refit have to put up with hardship and inconvenience, but surely in this day and age something much improved could be provided for those who have to stay on board or near at hand for duty purposes.

How about the brains of the Navy turning their minds to this problem? Or is the answer to join a union in the hope that they could improve conditions within the next 500 years? — POREL.

Furious with Ark Royal

The recent rash of publicity concerning the final paying-off of H.M.S. Ark Royal has revived memories of a personal experience during a somewhat similar wave of publicity about her predecessor, the third Ark Royal.

In the Second World War, when "Lord Haw Haw" was repeatedly claiming that Germany had sunk

the Ark, she was sent on a showing - the - flag cruise to South America.

Newspapers, and especially the Daily Mirror, were plastered with pictures of the Ark beating it up in some South American port or other, and, not unnaturally, the rest of the Navy got a bit resentful.

I was serving aboard H.M.S. Furious as a young two-striper, and round about this time she was in Gibraltar, having just returned from a Malta convoy. It so happened that I was officer - of - the - watch during the forenoon when the Ark steamed into Gib. at the conclusion of her South American jaunt.

Her motor boat came over to us, and as it lay alongside I noticed our quartermaster at the guard-rail, looking down at her coxswain. I caught the muttered expression, "... Daily Mirror ship."

That started it. As soon as libertymen from both ships got ashore, the fighting broke out.

By the time that I was on watch again, liberty men started coming off, and built up a continuous stream of sailors with black eyes and busted noses. Even members of the chief petty officers' mess were in no better state.

After conferring with the Master-at-Arms we quickly decided that the only thing to do was to send (or carry) libertymen straight to their messes and say nothing. I have no doubt that the same applied to the Ark Royal. — Frank Potts, commander R.N. (retd.), Glenham, Lincs.

Anyone recall 'priest' game

Can anyone recall the origin, characters, and ritual of the upper deck game, "The Priest of Paris"? — Old and Bold Chiefs, H.M.S. Sussex.

Undaunted by new missiles

I have often read that our modern small ships have a more devastating firepower than a Second World War cruiser.

Considering the age of the old destroyer Undaunted, whose use as a target ship you reported last month, and considering also that she had been used for this purpose in the past, the three types of missile used against her seemed to have a not altogether devastating effect.

It seemed very significant to me that a torpedo was necessary to put a hole beneath the waterline to make the old ship actually sink — David Edwards, Leighton Buzzard, Beds.

● The object, Navy News was told, was to exercise all three weapon systems, Exocet, Seaslugs and Seacat, and to cripple the ship, so allowing the submarine to use torpedoes to sink her.

Trouncer stirs a memory

I was intrigued by the paragraph in the December issue, "Trouncer retires," having served in the ship from May, 1945, to March, 1946.

She was a "Woolworth" aircraft carrier, on lease-lend from the United States, and was fitted as a flagship.

It was planned that Admiral Oliver should hoist his flag in her in Colombo, and that she would be flagship of an assault squadron in operations against the Japanese.

VJ DAY

VJ Day having come and gone by the time we reached Colombo, we learned that we were then required to repatriate some South African troops.

The Trouncer returned via Durban and Capetown, arriving at Faslane in February, 1946, where she was stripped of everything except essentials. We sailed for Norfolk, Virginia, where the carrier was handed over in March, 1946, to the U.S. Navy.

It would seem that LST 3523 must have been renamed Trouncer after this. — J. D. Hayes, commander R.N. (retd.), Colchester.

Well done, POMEMWTR!



During his time in H.M.S. Ajax, POWTR Malcolm Woodhead (left) achieved two unusual qualifications for a Writer rating. Pictured here wearing both his MEM and Writer Branch emblems, he is seen receiving his

Boiler Room Watchkeeping Certificate from the commanding officer of the Ajax, Capt Peter Cobb. PO Woodhead was also awarded the Auxiliary Machinery Certificate.

Picture: LMEM Ian Jenkins.

JACK

by TUGG

WON'T I SEE YOU NEXT WEEKEND?

NEXT WEEKEND I'LL BE STEAMIN' INTO THE TEETH OF A FORCE NINE SOMEWHERE OUT IN THE NORTH ATLANTIC - THINKIN' OF YOU AN' THIS MOMENT...

...LAST WEEKEND I WAS STEAMIN' INTO THE TEETH...

Old shipmates remembered in silence

In the Navy News of January, ex-SPO Simmons asked whether, after his long spell in Australia, "there is any club in the British Isles which holds the ceremony of standing in silence in memory of past shipmates."

On April 8, 1978, Cambridge branch of the Royal Naval Association held its dedication service in the incomparable setting

of the 13th Century chapel of King's College, Cambridge University.

Towards the end of the service, the buglers of the band of the Commander-in-Chief Naval Home Command, who had come all the way from Portsmouth to lead the march to the chapel, sounded the Last Post, after which we all stood in silence for about a minute. The buglers then sounded Reveille.

All present agreed that it was a most moving ceremony, and I am sure that such occasions are by no means as unusual as Mr. Simmons implies. — S. W. Roskill, captain R.N. (retd.), President, Cambridge branch R.N.A.

ANZAC service

With reference to the letter from Mr. L. Simmons, we in this area do not read the Legion sentence nightly at 2100 hours, but on the nearest Sunday to April 25 we started holding an ANZAC memorial service about six years ago with 100 attending.

This has now extended to thousands, including representatives from Australia and New Zealand, the service being at a local ANZAC cemetery on Cannock Chase.

If Shipmate Simmons would like to attend the next ceremony, he could get in touch with me, and no doubt we could arrange accommodation. — C. M. Ford, Royal British Legion, Main Road, Brereton, Rugeley, Staffs.

She's fed up with this attitude

Your correspondent "Mrs. Fed-Up of Portchester" (December issue) seems to have an "I'm all right Jack" attitude.

After noting her husband's rate in the Navy I feel that she should consider others, although from my experience of asking wives to sign a petition, it was the ones whose husbands were of similar rate to Mrs. Fed-Up's husband who were the most anxious to sign.

I would agree with her that "on the bread line" claims are pointless and certainly do not gain public sympathy in this area, but the Press do seek out the ones who tell "sob stories" and take comments out of context.

Far from "knocking" Service life I am proud of the Navy. My father's family has had naval connections for more than 100 years, and I just hope there will be a Navy left for future generations to serve in.

Finally, I do have the courage to sign my name, and my husband has broad enough shoulders to take the "jibes" about my outspokenness. — Angela Whitbread, Gosport.

Not happy

Unlike the naval wife in Portchester, I am not happy about the voting system. I did not realize that I would acquire an "S" next to my name on the electoral roll and would fight most strongly for its quick removal.

Too many Service wives seem to think they are in the Service too. I want to see a good defence force in order to secure my children's future, just as I want a good health system and a good education system, but it seems as if I am condemned to be classed as a "complaining wife" if I voice such an opinion. I see myself as a concerned civilian. — Saltash wife.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Merchant Navy has its own standards

Letters suggesting automatic entry into the Merchant Navy as an able seaman, by R.N. seamen of equivalent or higher rating, show a decided lack of knowledge of the modern M.N.

We know that the department of Trade and Industry (formerly Board of Trade) can seem like an old stick-in-the-mud causing frustrations, but in these days of huge ships and huge accidents, the D.T.I. must not scrub out well-tried standards.

To say that every seaman is a good seaman by virtue of being a time-served man would be very much open to question — and possible risk. I am sure that any R.N. seaman of rank or rating who is worth his salt would have no serious difficulty in obtaining the necessary D.T.I. qualifications.

INFERIOR

So what about the average or less-than-average seaman? By implication the suggestion of automatic entry infers (but perhaps not intentionally) that the M.N. seaman's work is of an inferior nature.

In today's M.N. a new man would have to look forward to highly-specialized ships such as gas tankers, container ships, liners and bulk-ore carriers, the largest of these (except

passenger liners) being manned by a total complement of 30 to 35 (officers and men). It is patently obvious that no "ballast" can be carried in the manning of such ships.

ANYWHERE

A M.N. seaman, particularly if he be part of a general purpose crew, is expected to work anywhere between the truck and the keelson.

Finally, how would other seamen view your entry with no E.D.H. certificate? Assuming a man left the R.N. with a pension and gratuity he would come into a service where an A.B. may have completed anything up to 40 years. He will be on his basic with a small service increment.

OVERTIME

To meet reasonable family commitments he has to have overtime available, and he does not get a pension until he is 63.

A R.N. entry, by gaining an E.D.H. certificate, and having substantial R.N. experience, at least enables his new M.N. colleagues to see him as a comparable shipmate, and forestall possible animosity.

No doubt, given time, each could learn from the other. — William Price, captain, ss Mobil Eagle (275,000 tons).



CPOCK E. D. Avery and CK S. Kirby show off their work to the commanding officer of H.M.S. Bulwark, CAPT. G. K. M. Brewer. CPOCK Avery recently joined the Bulwark from H.M.S. Pembroke, where he was very successful in several culinary competitions. At the Maidstone Salone Culinare, he won two gold medals, a silver and a bronze.

Picture: CPO(Phot) Tony Wilson.

'Ghastly' St Vincent

I read your book review on "Ghastly Ganges" (December issue) and cannot let it pass without comment.

What about that other "concentration camp" which used to house prisoners during the wars with France and was later used as a training establishment for boys entering the R.N.?

OTHER PLACE

We always reckoned that the softer variety went to that "other place" because they would not be able to stand the pace in a "hard ship."

We were always best at inter-establishment sports, and of course we had our V.C. — Boy 1st Class Cornwell of Jutland fame.

I am referring, of course, to H.M.S. St Vincent, motto "Thus." — P. Relf (staff), National Sea Training College, Gravesend, Kent.

May I suggest a design of badge that all serving and ex-serving personnel could wear with pride?

Every ship in the R.N. wears the Jack and Ensign. Why not incorporate both in a crossed-flags badge, with or without the crown above. — J. Charlton (ex-R.N., R.N.V.R., R.N.X.S.), Northern Ireland.

White Ensign badge

I was interested to read (November) the comments referring to lapel badges bearing the facsimile of the White Ensign.

Such a badge came into existence in 1924 when the White Ensign Association was formed in Manchester. It was believed to be the first association in the provinces, and was recognized by the Admiralty, but I do not know if it still exists. — A. Cockram (ex-CPO, RPI), Rugeley, Staffs.

Exclusive badge

There should be a badge worn only by ex-naval personnel. Going ashore from a Royal Fleet Auxiliary at Chatham, I met men in the locals wearing Navy ties.

BADGE TO WEAR WITH PRIDE

They said they belonged to Chatham Navy Club but were not ex-Navy. Some had never been in the Forces. They said their mates "joined us up," which is all wrong. — A. Pearson (ex-leading seaman), R.F.A.

R.N.A. miniature

When Shipmate Seymour speaks of a small badge for the ex-Navy personnel in high places, surely the miniature Royal Naval Association badge meets his requirements (size, three-eighths of an inch). — L. A. Hannon, Oxted, Surrey.

Misunderstanding

May I be allowed to clarify misunderstandings in the correspondence about lapel badges.

Of course Vice-Admiral Sir Ernle Pope

is correct that Associate members of the Royal Naval Association have a badge which differs from that of Full members, but how many people not in the R.N.A., and particularly pre-1950 ex-naval men, are aware of this?

Mr. Osborn (November issue) seems to think I wish to redesign the R.N.A. emblem. Not so. That is for the association.

My original letter stemmed from a desire to aid those seeking a means by which they could identify and be recognized by fellow ex-matelots who still retain the pride that stems from having served in the Royal Navy.

It is apparent to me that many in this category have no desire, for reasons of their own, to wear the official insignia of the R.N.A. — J. Owens, Warrington.

● This correspondence has had a pretty good airing, and must now close. — Editor.

Scylla scintillates as Carter meets Callaghan

Sailors in H.M.S. Scylla got a close-up look at two world leaders soon after the frigate arrived at Pointe-a-Pitre for the start of the Guadeloupe summit last month.

President Jimmy Carter boarded the glistening ship as guest of honour at a reception given by the Prime Minister, Mr. James Callaghan.

Cdr. J. D. L. Backus, commanding officer of the Scylla, found he had something in common with the American President when they, and Mr. Callaghan, retired for a relaxed conversation in the captain's cabin.

President Carter spoke of his time at

the U.S. Academy, Annapolis, at which Cdr. Backus served as an exchange officer in 1971-73.

FRIENDLY BANTER

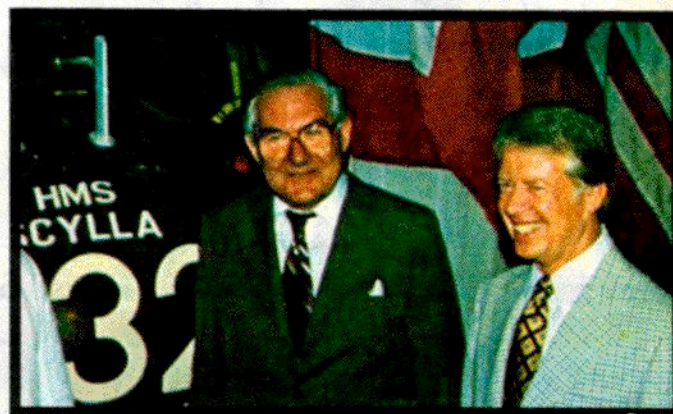
Mr. Callaghan met members of the ship's company and enjoyed some friendly banter in the senior rates' mess when he recalled his own service days.

After the reception, the "Scylla Wreckers" moved in to furl and stow the awnings and restore the ship to seagoing state before proceeding to Bridgetown, Barbados, for another reception.

This time Mr. Callaghan hosted a reception for the Prime Minister of Barbados, the Governor General, and other guests included Harry Secombe, who was on holiday there. Another distinguished visitor during the Scylla's visit to Bridgetown was Mr. Edward Heath.

Before her visit to Guadeloupe, the Scylla, deploying as Caribbean guard-ship, paid a week-long visit to the city of St Petersburg over Christmas celebrations and festivities.

The ship was open to visitors on December 22-24 and also gave a Christmas party for children from several of the city's recreation centres.



Arriving on board H.M.S. Scylla at Guadeloupe amid a flurry of aides and security guards, President Carter is greeted by Mr. Callaghan before a flight-deck reception. The frigate is proudly claiming the privilege of being the first British warship to have entertained an American President since the Second World War.

Picture: AE1 Burnell.

Research help sought

Volunteers are needed to assist researchers for a series of studies at the Institute of Naval Medicine, Alverstoke, on the following dates: — February 5 to 16; February 19 to March 2; March 5 to March 16; and June 4 to July 29.

Extra allowances of £3 or more, depending on the number of tests, is payable and no charges are made for accommodation or victualling.

Volunteers become part of the team researching into the effects on mental and physical performance and on physiological processes of varying atmospheric and thermal conditions, found in the naval environment.

Every facet of the Study is fully explained and at no time are volunteers subjected to any tests alien to the nature of the study, nor are they subjected to psychological or bacterial warfare experiments.

Visits to the Institute to discuss the proposed Studies and to view the unit can be arranged for prospective volunteers through the Support Manager (EMU) Portsmouth Naval Base ext. 41884 or Environmental Research Officer (ext. 41883). Volunteers should request through normal Service channels.

Four in Nepal exped.

A Joint Service Expedition including four Royal Navy and Royal Marines representatives is spending three months introducing specially-designed hovercraft to medical services in the Himalayas.

Two River Rover hovercraft, designed by the Missionary Aviation Fellowship for use in underdeveloped countries, are being evaluated on mountain rivers in Nepal. If the experiment is successful the craft will be left there as ambulances, drastically reducing travelling time between mountain villages to hospital.

Led by Squadron-Leader Mike Cole, the expedition team includes Lieut.-Cdr. Brian Holdsworth, planning and U.K. liaison; Surg.-Lieut. David Bruce, medical officer, EA2 Doug. Colledge, electrician; and Cpl. Tony Maher R.M., small-boat coxswain.

OBITUARIES

S. D. Mann. POREL. H.M.S. Collingwood. December 20.
H. A. Francis. NA1. R.N. air station Culdrose. December 23.
J. B. Parker. LRO(W). H.M.S. Fife. January 5.
L. G. Cannon. Lieut. DNE Bath. January 5.
M. J. Swann. Surg. Cdr(D) H.M.S. Nelson. January 7.

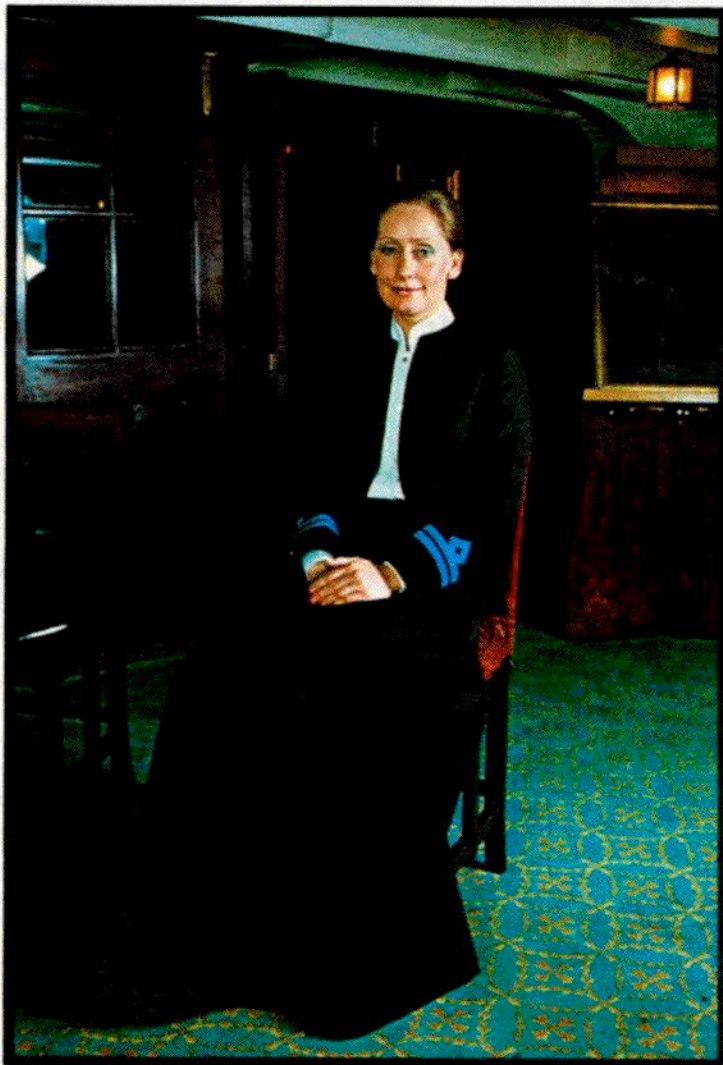
Frederick Robinson. Ex-Master at Arms. January 17.

A STUDY IN ELEGANCE

New mess dress

Second Officer Molly McEwen, pictured in the Great Day cabin of H.M.S. Victory, wearing the new WRNS officers' mess dress — a full-length, black, polyester skirt with matching waist length bolero, teamed with a chic, white, pin-tucked, long-sleeved blouse in polyester cotton.

The fabrics are both crease-resistant and washable and the blouse is in two styles with either a "mandarin" or "peter-pan" collar. The cost of the mess dress with blouse is £70.50—£14.50 cheaper than the old style.



CARVE OUT A NAME FOR YOURSELF . . .

Grab your paint and brushes. Not to work on the ship's side or a barracks door, but for something a shade more artistic. That is the message being spread among the Forces.

Time was when reputations were built on the embarkation of a yard of ale or scoring a nifty penalty. They are achievements still highly regarded by many, but the services are now more diversified, perhaps because more opportunity exists to develop talent than in the days when sailors engraved mermaids on narwhal tusks (thus incidentally inventing a beautiful art form).

Artists and sculptors of the three Services now send their work to the Armed Forces Art Society exhibition in London. This year's event is being opened at the Mall Gallery by Richard Baker on February 14. (Invitation tickets to the opening are available by

sending a stamped addressed envelope to Colonel E. L. L. Vulliamy, Meyricks, Blandford Road, Reigate, Surrey). The exhibition will than be open to the public from February 15-23 inclusive from 10 a.m. to 6 p.m. (entrance 20p), except on Sunday, February 18.

MEMBERSHIP

Work from Service personnel past and present is put on display, whether members of the Armed Forces Art Society or not, and

usually more than 400 paintings are selected for hanging, and works of sculpture put on show. Exhibition of work can lead to membership of the society.

At this year's exhibition a £50 prize will be presented to the artist whose work is judged the best by anyone at present serving. For those who have not made arrangements, it is now too late to enter this year, but interest in attending the exhibition and taking part in future events is greatly encouraged, particularly for serving personnel.

Sirius lends her Lynx to Seychelles

Tourists on Mahe, the largest island in the Seychelles group, will one day be able to see the sights more easily — thanks to H.M.S. Sirius and her Lynx helicopter.

When the Sirius sailed from Mahe at the end of a five-day visit, in company with H.M.S. Ardent and R.F.A. Grey Rover, she left behind her Lynx to do the government a favour.

Surveyors faced weeks of difficult work on foot to find a way through dense forest and granite peaks to link the island's main tourist towns, Beau Vallon and Port Glaud.

Then the Sirius appeared, and her commanding officer, Captain Michael Tudor-Craig, agreed to help out.

JUST AN HOUR

From the Lynx, piloted by flight commander Lieut.-Cdr. Geoffrey Gadson, it took the surveyors just an hour to make their sketches and get back to their drawing boards.

The Lynx also took the director of civil aviation over Praslin, the second largest island, to inspect the site for a new aircraft navigation beacon.

Mission accomplished, the Lynx whirled off into the sunset to rejoin the Sirius, the Ardent and the Grey Rover on passage to Mombasa, Kenya.

Later the group paid a four-day

visit to Eilat on the Red Sea — the first time British warships had called at the port, where they were visited by 2,000 Israelis, including hundreds of Servicemen. In return the Israeli Navy organized a trip to a kibbutz.

Service 'handshake' does not bar dole

A High Court ruling has laid down that an officer who received an £8,000 redundancy payment on leaving the R.A.F. should not have been disqualified from drawing unemployment benefit.

The Master of the Rolls (Lord Denning) said: "I can see no justice whatever in a decision which places men in the Armed Services at a disadvantage compared with men in civilian employment."

GRATUITY

"It seems to me that in neither case is the payment compensation in lieu of fixture remuneration. The compensation is more in the nature of a gratuity or bounty such as men in the Services have always received on returning from the wars."

"It is a capital payment made so as to enable them to start out on a new life; with it to buy a house or a business; or to furnish it; or to give a son or daughter a start in life; and so forth."

"It is not paid so as to meet day-to-day expenses while unemployed. If an ex-Serviceman cannot get work, he should be entitled to unemployment benefit while keeping his capital intact."

The other two judges agreed with him.

A PAGE FOR FAMILIES

More wives now 'Service' voters

The cumulative effect of the "once and for all" voting registration system for Service personnel and "spouses" is beginning to show in improved figures.

While there are many people who disagreed with some aspects of the new arrangements — and still do — the figures for the Royal Navy demonstrate that more names are getting on to the registers. Renewed efforts in the Navy last autumn helped towards this improvement.

Following the 1976 Act, registrations in 1977 for naval officers

which becomes 62 p.c. when the spouses are included.

It is believed that before the new arrangements came into force, the percentage of Service personnel registered was about 25.

The Minister of State for Defence (Dr. John Gilbert) has said that because of the cumulative effect of the new arrangements, a continuing improvement could be expected on future rolls.

● Moving the second reading of the Representation of the People, Armed Forces Bill, Lord Lloyd of Kilgerran told the House of Lords that it was intended to amend the 1976 Act so as to restore to Service wives the right to be registered otherwise than as Service voters if they so wished.

The Bill was read for the second time and committed to a committee of the whole House.

represented 78 per cent., ratings 31 p.c. and spouses 45 p.c. This gave an overall figure for officers and ratings of 54 p.c., with the percentage at 51 when the spouses were included.

OVERALL FIGURE

The 1978 registrations for the 1979 list shows 87 p.c. for officers, 49 p.c. for ratings and 51 p.c. for spouses. Overall figure for officers and ratings is 68 p.c., a figure

Stamp it out . . .

Who's got a million postage stamps?

As a former naval man, Mr. A. F. Hellier, of 26, Titchfield Road, Stubbington, Hants, has written on behalf of Gosport branch of the Arthritis and Rheumatism Council for Research asking for help in their aim to collect the stamps over the next six months. All contributions gratefully received.

The branch plans to hold an auction this year and proceeds will go to help children who suffer from arthritis, and towards research.

Happy return to Sultan

A cake to commemorate the sixth birthday of St Andrew's Church, H.M.S. Sultan, was cut by the Principal Chaplain (Church of Scotland and Free Churches), the Rev. John Creber, and Mrs. Creber in a special ceremony.

Mr. Creber, who received the C.B.E. in the New Year Honours, was chaplain at H.M.S. Sultan when the church was dedicated in 1972 and the occasion marked a happy return for him.

Pembroke hot-shots

In the tradition of Annie (Get-Your-Gun) Oakley are four sharpshooters of Pembroke Ladies Rifle Club — Joan O'Loughlin, Loraine Rees, Patricia MacDonald and Una Ratcliffe — who competed against nine teams of sailors from Chatham Naval Base and H.M.S. Pembroke and won the Medway Command .22 Handicap League. It was the second win for the ladies since the Rifle Club was formed six years ago.



Have
a
go,
Jo!

Blow here — it's got a Scottish flavour! When the 1st Battalion Queen's Own Highlanders took over as resident Battalion at Gibraltar they brought their band which, is reported, made an impression in more ways than one. Here at the Wardroom children's party Lieut. Miles tries to persuade daughter Joanne to have a go on the pipes.

To those who crave indulgence...

Indulgence flights — do they work, is the system fair? Why did Mrs. X make it to Malta, while Mrs. Y never got to the U.S.A.?

It's a subject of continuing interest, many people have a story to tell on indulgence and from time to time a "for instance" comes our way.

Wrote a reader: "My husband has been in the Navy 21 years and I have been a naval wife for 16 years. On this occasion I was informed by telegram of possible seats, only to be notified in the afternoon of the seats being cancelled. The cancellation was relayed to me by telephone. I had hoped to join my husband in the States on Group Deployment.

"Although I am fully aware there is no guarantee with indulgence flights, what I fail to understand is why seats are available at 1000 and are unavailable a few hours later.

"Having discussed the matter with other wives and their husbands, I found the majority agreed that if seats were available, the wives of Servicemen should be given first consideration, in order to join their husbands on deployment.

Stunning

"American Service personnel are entitled to discounts on airways, including British Airways, but our Service families have no such concessions. With few 'married accompanieds' these days, and more sea commitments, it is perfectly understandable that wives would like to join their husbands, given the opportunity.

"Many of us would prefer to forego indulgence flights in favour of obtaining a special rate through commercial airlines. It would at least spare us the stunning disappointment of a last-minute indulgence flight cancellation."

On inquiry, Navy News was told that on the day this reader was hoping to indulge, there were two R.A.F. flights to the States from Brize Norton, one of them a Royal Navy "special." This had a total

. . . Are they just flights of fancy?

of 89 seats, 75 of them for duty passengers. But for "operational reasons" — probably headwinds and the need to take on extra fuel — the seat number was reduced to 75, meaning there was no room for indulgence passengers whose claims had to merge with those for the other flight.

For this second flight, there was an original total of 106 seats, with bookings for 71 duty passengers. The seat total had to be reduced to 67 but at the last minute — and too late to notify the change widely — it was possible to increase the figure to 85. Eventual outcome was that nine indulgence passengers got away — and there were a few empty seats on the plane.

In providing these figures as illustration of the kind of problems that arise, the Service Booking Centre in London says that despite every care which can be taken some things are beyond their control and there always has to be a risk over indulgence.

Once people have been told by telegram they have been accepted for a particular flight they should not have to forfeit their seats to duty passengers, but operational reasons — such as weather, a late compassionate case, or unavailability of aircraft — can intervene.

If they have been told they are on "standby" for indulgence, it's riskier still.

But, having said this, the Booking Centre added that despite increased indulgence applications in

1978 the overall success rate was about 43 per cent., which was as good as it had been for many years. This was because, although there are now fewer trooping flights than in previous years, the proportion of indulgence seats available has remained about the same.

At present the R.A.F. carries about 140 passengers a week on indulgence.

Asked why weather conditions did not affect passenger loads for commercial airlines, the Centre said the airlines took into consideration the worst conditions which might arise, whereas the R.A.F. flights adjusted their loads until the last possible moment to allow fullest use of the aircraft at all times.

Sympathy

The Centre was at great pains to stress that indulgence operated on a "first come, first served" basis, with no question of favour between one Service or another, or between officer and rating.

The indulgence rules, however, did not allow for preferential treatment for Service wives, although wives could be assured that their applications are always considered sympathetically.

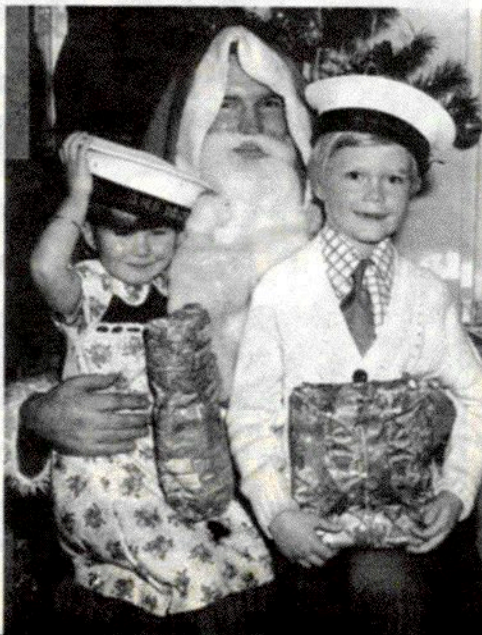
On the suggestion that concessionary fares on civilian airlines replace indulgence flights, the correspondent expresses her point of view. But she is not, the Booking Centre says, accurate over the availability of these fares. British Airways already offer discounted fares on scheduled flight prices for Servicemen and their wives to places like Malta, Cyprus, Gibraltar and Germany. Even so, it is worth making many inquiries as a whole range of prices and package deals are available from airlines and operators.

PLYMOUTH HO, HO, HO!

A ride on Santa's knee for two lucky children during their party at the Royal Navy Community Centre, Tamerton Foliot, Plymouth. Trudi Lang seems to be having trouble with her hat, but Richard Gowling has the situation well in hand.

Behind the Santa disguise is Cpl T. Lawry, R.M., and the picture was taken by LA(Phot) B. Newman, of H.M.S. Drake.

Among other parties in the Plymouth area was one for children of the Looseleigh estate, the first held for them. A number of mothers held a jumble sale and competitions to raise money for the event, which included a film show, a disco for the older children, and the distribution of presents. Nearly 200 children enjoyed the party.



Sales of the century!

The SSAFA Christmas Market, held at Chelsea Barracks and opened by Nicholas Parsons, made a record profit of some £47,500 for association funds.

All three Services gave great support to the highly successful event.

Thank you . . .

The wife, children, and parents of POREL S. D. Mann, who died suddenly in H.M.S. Collingwood on December 20, wish to thank sincerely everyone at the establishment for the flowers which they kindly sent.

Mrs. Sylvia Cannon wishes to thank all Service personnel for the many cards, letters and assistance received after the tragic death of her husband, Lieut. Leslie Gordon Cannon. Please accept this as her personal acknowledgment.

Navy News

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Doggone it, Murphy, pay attention!

Sea dogs — both naval and canine — paraded in H.M.S. Tamar for their biannual inspection by the Captain-in-Charge Hong Kong, Capt. Bob Moland, who is pictured here confronting a less-than-attentive Able Dog Murphy of H.M.S. Wolverton. Keeping a tight rein on the situation is AB Steve Lochhead, also of the Wolverton, while the ship's first lieutenant, Lieut. Michael Wright, looks on ... sternly? Oh well, back to the dog-house!

● Hong Kong Squadron ships' dogs are the last in the Navy still permitted to serve afloat.

Picture: Sgt. Jerry Chance, R.A.F.

PROMOTIONS

Provisional half-yearly selections for promotion from June 30, 1979 are as follows:

SEAMAN: To captain — W. H. H. McLeod, N. I. C. Kettlewell, P. M. Carver, E. H. M. Orme, P. J. Erskine, M. H. G. Layard, R. T. Newman, G. L. Hope, D. S. Dobson, R. T. Frere, J. F. T. G. Salt, A. P. Woodhead.

To commander — P. T. Libby, G. N. I. Harvey, T. M. Honnor, B. J. Stevens, D. A. Lockyer, F. M. Emmett, J. A. Oliver, J. M. Ferguson, T. L. M. Sunter, J. G. Malec, R. Harding, R. A. Preece, G. L. D. W. Gough, A. S. Ritchie, T. W. Loughran, J. S. Chestnutt, P. C. B. Carter, D. L. P. Evans, H. C. Bates, P. J. Cowling, R. C. Lane-Nott, M. D. Macpherson, J. P. Clarke, P. E. Du Vivier.

ENGINEERING: To captain — B. H. Harvey, W. A. J. Bale, J. M. T. Hilton, M. N. Johns, A. E. Sturgeon, I. H. Pirnie, D. M. Pulvertaft.

To commander — P. J. Spragg, R. A. Highton, D. E. Camplin, P. Bruce, R. J. Perrett, J. P. Bullard, J. E. Butterfield, E. White, W. P. Shepherd, P. J. A. Wyatt, B. P. Toft, P. H. Longhurst, C. J. Esplin-Jones, M. Taylor, R. A. Hirst, H. F. Spencer, C. J. Childs, R. H. C. Simpson, R. J. L. Corser.

SUPPLY & SECRETARIAT: To captain — M. A. Pearey, D. M. Dow.

To commander — R. H. S. Thompson, T. L. R. Bentley, G. R. Marr, R. C. Paine, R. B. Lees.

INSTRUCTOR: To captain — T. K. Cropper, T. P. Berry.

To commander — M. J. Kitchin, R. J. Hale, R. A. Young, J. N. McGrath.

MEDICAL: To surgeon captain — R. Radford, E. P. Beck, D. A. Lammiman.

To surgeon commander — W. M. Abbott, A. H. Osborne, C. W. Evans, T. G. Shields.

DENTAL: To surgeon commander (D) — L. C. Langan.

ROYAL MARINES: To colonel — K. N. Wilkins.

To lieutenant colonel — N. F. Vaux, E. G. R. Sale.

To major — D. L. Drysdale, J. D. L. Holdaway, D. J. Minors, R. I. S. Hawkins, T. P. P. Knott, A. P. Martin.

ROYAL NAVAL RESERVE

The following promotions have been made to date December 31, 1978:

SEAMAN: To captain — M. C. Banbury, G. K. Beattie.

To commander — M. R. E. Smith, P. E. Harwood, C. J. P. Hall.

MARINE ENGINEERING: To captain — E. M. Marks.

To commander — W. J. G. Smith.

WEAPONS ELECTRICAL: To commander — P. R. Maddock.

SUPPLY: To captain — R. M. W. Porter.

NAVAL CONTROL OF SHIPPING: To captain — P. A. Ogden.

To commander — D. G. MacDonald.

INSTRUCTOR: To commander — E. W. Anderson.

MEDICAL: To surgeon commander — H. Simpson, J. C. Sharp.

DENTAL: To surgeon captain (D) — H. K. Kemp.

Watts (Rhyll), A. N. Brown (Heron), P. G. Perry (Bulwark), G. M. Lancaster (Osprey), To CPOSTD — R. W. Clarke (Bacchante), J. S. S. C. J. Willie (Kent), N. J. Wood (Seahawk), T. Phillips (Raleigh), K. J. Fitch (Osprey), D. A. Poyser (Amazon), C. Hopper (Osprey), M. G. White (Pembroke), D. H. Jones (Active), P. Carrington (Nelson), H. F. Marshall (Osprey), J. A. Cooper (Caledonia), J. P. Morton (Sheffield), M. R. O'Callaghan (Leander).

To CPOCA — S. A. Lowe (Mercury), B. F. Ackerman (Arden), A. Vella (Hecate), R. D. Hiron (Sirius), R. Miller (Nubian), M. R. Amphlett (Pembroke), G. E. Richards (Raleigh), R. G. Harris (Newcastle), P. A. Dillon (Alacrity), D. W. Osborn (Warrior), G. C. Brownhill (Cochrane).

MEDICAL BRANCH

To CMT — A. F. Saunders (RNH Haslar), J. R. Foord (FOSNI).

To CPOMA — T. C. Kitts (Heron), G. F. Harris (Galatea), R. P. Robinson (Hermes), G. Edwards (Cdo Log Regt), P. Thorley (Neptune), M. Dalgetty (RNH Haslar), J. E. Wilson (Revenge), M. Edwards (CTCRM Lympstone), M. D. Neal (Hermes), D. O. Nelson (Centurion), G. G. Williams (Vernon), K. J. McDonald (Hermione), H. M. Talbot (Osprey), B. S. Richards (Cochrane).

WEAPON ENGINEERING

To CPOCEL — P. A. G. Kimber (Eskimo), D. G. Clark (Birmingham), J. Petch (Berwick), B. Harvey (Brighton), M. J. Allen (Revenge), D. N. Hammond (Cambridge), J. K. Marland (Orpheus), R. Gould (Devonport FMB).

To CPOEL — A. P. Quinton (Cochrane), A. Baird (Collingwood), M. K. Cooke (Birmingham), R. A. Broad (Ark Royal), R. J. Geddes (Opportunity), J. A. Holdcroft (Vernon), V. G. Breach (Blake), S. P. Lewis (Galatea).

To CPOREL — K. Ward (Londonderry), J. S. Milligan (Raleigh), G. R. Thomson (Cochrane), R. Clements (Glamorgan), D. F. Wells (Antrim), J. A. Asbridge (Revenge), A. D. Goldsmith (Cleopatra), S. V. Wilson (Hermes), E. Jackson (Cardiff), J. E. W. Jackson (Sheffield).

MARINE ENGINEERING

To CMEM — E. V. Harris (Vernon), D. Wann (Raleigh), G. A. Devine (Coventry), M. J. Thomas (Rhyll), J. W. Rolfe (Drake), B. C. McPhee (Sultan), W. Clarke (Valliant), D. B. Worrall (Raleigh), D. Gibson (Bulwark), M. D. Taylor (Aurora), R. J. Cottle (Drake), A. E. Bailey (Bulwark), J. L. Caldicott (Devonport FMB), B. Cook (Sultan).

To ACMEMN (P) — E. Aherne (Ark Royal).

To ACMEA (P) — C. R. Walsh (RNR Forth), S. J. Comfort (Zulu).

FLEET AIR ARM

To ACAAE — J. Brown (Deedalus).

To CPOA(AH) — A. L. Ritchie (Seahawk), S. Curing (Neptune), R. E. Perry (814 NAS Seahawk), C. Horspool (Ark Royal), G. W. Graham (Seahawk), R. Day (Osprey), R. Goddard (846 NAS Heron).

To CPOACMN — M. R. Wroe (Seahawk), E. F. Hughes (Seahawk), A. Gerrard (846 NAS Heron), D. E. Brown (Gurkha).

To CPOAF(AE) — M. J. Porter (Heron).

To CPOEL(AW) — R. B. Digby-Worsley (819 NAS Gannet), I. C. McCabe (Ark Royal).

To CPOEL(Air) — D. S. Green (London), J. Cornet (Seahawk), A. C. Roberts (Osprey).

To CPOREL(A) — G. W. W. England (Osprey), S. C. Chester (Fife), B. C. Everest (Deedalus).

WOMEN'S ROYAL NAVAL SERVICE

To CWRENMET — E. C. K. Deley (Seahawk).

To CWRENWA — J. M. Weller (Dryad).

To CWRENSTD(O) — A. P. Barry (Vernon).

To CWRENWTR(P) — E. Barnes (Drake), F. M. Norris (BRNC Dartmouth).

To CWREN(FS) — M. M. Howells (Nelson), M. E. Cargan (Osprey), M. Fellows (Cochrane).

To CWRENRS — S. J. Wentworth (Neptune).

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:-

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS) (M) — L. Luther (Nubian), S. D. Williams (Drake), C. B. Brand (Intrepid), S. Bullock (Coventry), A. J. Archbold (Osprey), R. D. Holman (Cambridge), R. G. Tall (Active), P. Scott (Excellent), G. L. M. Rae (Blake), M. Stibbards (Cochrane), R. A. De-La-Haye (Dryad), D. R. Moffat (Excellent), M. E. Boulton (Dryad), T. G. Briggs (Rooke), T. G. Bates (Raleigh), E. Lewis (Berwick), J. S. Gatenby (Birmingham), G. A. Harris (Cambridge), A. A. R. Tremayne (Cleopatra), P. Webster (Seahawk).

To CPO(OPS) (R) — R. T. Pike (Charybdis), R. I. Dennis (Kent), B. Oxley (Caledonia).

To CPO(OPS) (S) — R. C. Evans (Cleopatra), G. R. L. Brooks (Reclaim), P. A. Hildreth (Raleigh), B. Johnson (Bacchante), G. O. Byrne (Torquay), D. V. Smith (Amazon), R. J. Stuart (Osprey), M. Turner (Avenger), D. A. Stringfellow (Bulwark), P. F. Foster (Dryad), K. G. Brencley (Hermes), N. J. Clark (Minerva), P. J. Horrocks (Broadsword), R. A. Toghiani (Antrim), L. J. Newman (Nubian), G. M. Williams (Blake), D. A. Wing (Dryad), D. C. Marston (Hermes).

To CPO(OPS) (S) — M. Owen (Nelson), R. R. I. Blanche (Drake), P. L. Watford (Antelope), J. I. R. Fell (Leander), M. J. North (London), P. H. S. Sowdon (Eskimo), M. J. King (Jupiter), A. Noble (Active), P. S. Corley (Jupiter), A. G. Fowler (Lowestoft), F. R. Pattinson (Kent), R. E. Griffiths (Mohawk), D. J. Moore (Intrepid).

To CPO(D) — J. D. Clark (Brecon), K. Reynolds (Vernon), F. A. Broadhurst (Osprey), A. B. Ellis (Vernon), B. Limbrick (Vernon).

To CPO(PT) — P. Latham (Hermes), D. J. Weller (Ark Royal), D. B. Wesley (BRNC Dartmouth), G. J. Mahoney (Neptune).

COMMUNICATIONS

To CRS — A. F. Clark (Mercury), L. Taylor (Mercury), H. J. Allen (Charybdis), E. V. Fox (Cochrane), C. J. Baxter (Antrim).

To CCV — R. M. Abraham (Mercury), J. F. Young (Centurion), D. Muirhead (Mercury), R. G. Gorton (Arrow), D. G. Dawson (Ariadne), C. H. Hewitt (Raleigh).

To CPO(RS) (SM) — J. M. Lancaster (Revenge), D. J. McCrudden (Warrior), T. Higgins (Oberon), M. C. Gard (Drake), D. R. Bellam (Olympus).

To CPO(UW) (SM) — T. C. Cain (Ocelot), B. G. Cooke (Neptune).

To CPO COX(SM) — R. Brand (Opportunity), D. J. Handley (Dolphin), E. P. Laverack (Repulse), A. E. Jackson (Sealion), J. D. H. Mulherine (Dolphin).

REGULATING BRANCH

To MAA — K. B. Clarke (Vernon), R. McBain (Forest Moor).

SUPPLY & SECRETARIAT

To CPWTR — R. C. Cornes (Warrior), R. J. Gardiner (Centurion), D. C. Jenkins (Centurion), C. Metcalfe (Centurion), K. R. Crawley (Centurion), J. H. Ford (Centurion), R. D. Coupe (Falmouth), S. J. Castledine (Osprey), K. B. White (Heron), A. C. Dunn (Drake), D. H. Evans (Leander), A. M. Wood (Cochrane).

To CPOSA — R. J. Savaker (Dolphin), F. P. Rands (Repulse), D. A. Part (Heron), C. J. Spick (Seahawk), R. Mason (Rooke), R. S. Moyce (Malabar), K. Whiteley (Devonport FMB), A. R. MacGrath (St Angelo), G. M. Oram (Vernon), R. D. Hammond (Hydra), P. Kellett (Abdiel), K. Simpson (Sultan).

To CPOCK — R. H. J. Wishart (Courageous), H. Higgs (Raleigh), K. R. Baldwin (Dolphin), K. J. S. Morrin (Warrior), R. S. R. Bennellick (Mohawk), D. R. Walker (Neptune), M. J. Gandy (Norfolk), J. Smith (Hermes), R. F. Hart (Ark Royal), C. W. D.



HYDRA'S BIG WELCOME

H.M.S. Hydra returned to surveying duties in the Persian Gulf after a four-day leave period in Doha, the capital of Qatar, over Christmas. The local British community overwhelmed the ship's company with offers of hospitality, and on Christmas

Eve the senior rates staged a carol service on deck.

Christmas morning rounds were conducted in traditional naval style by the youngest sailor on board, JS Wilson, wearing the uniform of the commanding officer, Cdr. R. I. C. Halliday.

DRAFTY'S CORNER

If you
are
to be
a ME

What the Engineering Branch Development has meant to Drafty and what it will mean to you.

By now you will have seen the DCI listing ratings of the WE specialisation who will be transferred to the ME Sub-Branch on September 1 this year. Producing this list has involved H.M.S. Centurion in much work and to do it, a special team of FCPO and a leading writer was set up. Their first task was to go through all your options for transfer: then to decide on who is to transfer based on all the evidence available.

Not an easy job — for example, it is essential that the career prospects of those who transfer and those who don't must continue to be at least as good as if there had been no EBD. So the aim has been to arrange that in each category the proportion transferred in each seniority and each age group will ensure that advancement prospects remain the same.

From January onwards, as each transferee is drafted by the WE Drafting Commander, he will come under the wing of the ME Drafting Commander so that when he is next drafted it will be as an ME rating. This will be a long process and will go on until all ships in the Fleet are manned to the new EBD complements which will be published shortly. Your ship may not change to this new complement for many months and until it does you will continue to work for the WEO although, if you are a transferee, your title will change on September 1, 1979.

Watchkeeping

For those who have transferred there will be no need to watchkeep; your task will remain exactly the same. For those who wish to qualify for full ME charge, there is nothing to stop you attempting to gain watchkeeping certificates on a self-help basis and you will receive every encouragement to do this.

On the other hand, for those who are joining the Fleet directly into the new ME Branch, then there will be a need to watchkeep. For such men, watchkeeping qualifications will be a requirement for advancement.

A message to today's ME Branch ratings

Much has been said and written about WE transferees but very little about members of the present ME Branch. We all have a big responsibility in making EBD work. This is not so much to do with organisation or responsibility, but on how we react as people. Remember that every single General Service WE rating who is transferring is

Euryalus heads south

H.M.S. Euryalus was heading south at the end of last month for two weeks of exercises in the Gibraltar area — and no doubt hoping for an improvement in the weather.

"Foul weather" was a phrase that crept in more than once in the ship's report to Navy News on its busy and varied autumn term.

After an expensive four-day visit to Amsterdam in company with H.M. ships Apollo and Torquay, the Euryalus sailed for Rosyth and a joint maritime exercise.

CHAMPAGNE

Although the weather was particularly bad, the ship was jointly awarded the London-derry Trophy for efficiency in anti-submarine warfare, and AB(M) Kevin Meredith won a bottle of champagne for the best sighting of a submarine periscope.

Then it was back to Portland for more syllabus training — and more foul weather — until leave and an assisted maintenance period.

TYNESIDE

Back in October, the ship paid a visit to South Shields to rekindle its well-established affiliation with the borough of South Tyneside. Highlight of the visit was the official opening of the ship-sponsored Euryalus Club for the physically handicapped and able bodied by Admiral of the Fleet Earl Mountbatten of Burma.

Lord Mountbatten was visiting the Tyne for the 40th anniversary of the launching of H.M.S. Kelly. The Euryalus provided guards of honour for the arrival of the Admiral at the club, and at the town hall for a civic reception. Lord Mountbatten later visited the ship.

STEAM SHIP ANTELOPE LOSES HER COOL

Noon gun is
bang on time

POINTS
LEADERS

H.M.S. Antelope got all steamed up during a visit to Wilhelmshaven — much to the relief of all on board.

The frigate "lost her cool" when the steam heating system was turned on for the very first time to combat sub-zero temperatures.

Purpose of the visit, in company with H.M.S. Jupiter and R.F.A. Gold Rover, was a briefing for exercises in the Baltic with units of the Federal German Navy.

COLLISION

"Enemy" submarines and fast patrol boats — supplied by the German Navy — provided stiff opposition in the shallow waters of the Baltic.

Fog added to the problems, and a German rating was killed when two German ships collided. A collection in the Antelope raised £70, which was handed over for the bereaved family when the ships met in Copenhagen.

Copenhagen was deep in snow and the main tourist haunts closed, but the visit still provided

a welcome break from defence watches and a chance to continue inter-ship sports competitions started in Wilhelmshaven.

Final phase of the exercise took place in the southern Baltic, with a strong team of Warsaw Pact vessels in close attendance.

After de-briefing at Kiel, the ships steamed on to Hamburg for what was described as the best run of the month.

The Antelope is affiliated to the Royal Regiment of Fusiliers, so football and squash teams travelled to Fallingbomel to take on the 3rd Battalion stationed there.

Trips to the border, the Luftwaffe Museum and tours of Hamburg — and the Reeperbahn — ensured there was something for everyone during the visit. Every night the Antelope was floodlit, and more than 1,000 people toured the ship during the Sunday afternoon.



Hong Kong's famous Noon Day Gun will carry on firing — thanks to the Royal Navy. The gun, operated by Jardine and Matheson at Causeway Bay, is regularly inspected by H.M.S. Tamar's naval ordnance experts, who discovered a badly worn breach operating lever. To prevent a failure of the daily gunfire —

traditionally regarded as a disaster akin to Gibraltar's famous apes leaving home — naval weapons technicians made a new gun bush in the Tamar workshops. And Jardines, who buy their ammunition from the Royal Navy, were able to fire in the New Year bang on time.

Picture: Sgt. Jerry Chance, R.A.F.

Britannia in the Gulf

On January 11, three days before the 25th anniversary of her commissioning, the Royal Yacht Britannia sailed from Portsmouth to the Persian Gulf for the Queen's visit. The ship's company included two of Britannia's original crew of January 1954, coxswain FCPO Ellis Norrell and Douglas Jackson, the canteen manager.

Fishery Protection Squadron duties took H.M.S. Pollington to all parts of the British coast during her last nine-week patrol, and involved her in policing the Irish Sea and Manx herring ban and monitoring the Cornish mackerel season.

Operating with the Pollington to enforce the herring ban were H.M.S. Cuxton, a Sea

Devon aircraft, H.M.S. Antrim's Wessex helicopter, and a hovercraft on trials.

This unusual combination of units provided an effective cover, and no fishing boats attempted to challenge the ban.

EXCLUSIVE RIGHTS

The Pollington's task off the Cornish coast was to protect the exclusive rights of the local

fishing fleet inside the three-mile limit, and to monitor catches taken by the larger boats.

During the patrol, the Pollington steamed more than 6,500 miles and visited Goole, her adopted town, and St Peter Port, Guernsey. She also took charge of pollution control activities when the Greek tanker Christos Bitas ran aground off the Welsh coast in mid-October.

Pollington on patrol

a volunteer to do so. They want to work with us and it is up to us to welcome them and make their transition to our Sub-Branch as smooth as possible.

Our job will remain the same, but we will now have with us, as part of our team, the experts in electronics and electronics that we have needed for a long time. In the short term, as individuals, our expertise will remain the same. In the medium term we will learn some of the language of the ex-Greenies, but in the longer term we will all become much the same, though some of us with deeper electrical knowledge will have what is equivalent to an Adqual in electronics.

We in the ME Drafting Division welcome the change and its professional challenge and look forward to providing for our new customers the same treatment as our old ones have come to expect. We will welcome queries from ex-WEs about your future, forwarded through your regulators and will give the best advice we can on drafting prospects.

Craftsmen

The many changes to the training of men in craft in the Navy over the past two or three decades were highlighted recently when the release order was issued for the very last artisan, Chief Plumber Goodchild of H.M.S. Fearless.

The luxury of having men with specific craft skills has become something we can no longer afford as ships' complements become smaller and as that most precious commodity — YOU — becomes more difficult to recruit from a decreasing number of men of the calibre we need. Hence, the skills we invested in our artisans have now been absorbed by our technicians and mechanics.

Originally, the MEA was destined to replace both Chippy — the MEA(H) — and the MEA(P). It became apparent quite soon that the scheme did not produce the expertise we need in Hull subjects and the associated craft skills. Thus, DCI 729/76 introduced the Hull Adqual for MEAs and MEMNs.

The six-month long Hull Adqual Course is based on the traditional shipwright skills previously taught to the artificer during his apprenticeship, namely, woodwork, plating, welding, ship construction and the use of modern reinforced plastic materials.

A consolidation period of 12 months' FMG work follows the concentrated course, normally served in one's preference area, and this enables men to



gain practical experience prior to sea drafts in complement billets.

There is a continuing need to train 50 Hull specialists per year with a prospect of an increase to 75 in the near future. All MEA/MEMN volunteers will be considered, provided they are due shore service and that a reasonable return of service before completion of present engagement can be expected.

The Hull Adqual Course is the only one which is carried out on coming in from sea. In general, the Control, ICE, Refrigeration and Boiler Adqual

Courses are completed immediately before sea service.

However, if you can be spared, and the expertise can be used in your shore billet there is no reason why Control, ICE, Refrigeration and Boiler Courses should not be done during the course of your shore service. A preference for these additional qualifications should be clearly stated on form C230 Drafting Preference Card.

If you are approaching the top of the sea roster and have not completed one of these courses a C240 about nine months before returning to sea will assist

in placing you on the right course and into the sea billet you prefer. However, Drafty is now considering drafts to some Adqual Courses on first coming ashore to avoid turbulence during the end of your shore job and to assist with planning sea drafts.

The recent advances in warship design, both surface and sub-surface, has produced a requirement for even more specialist skills and professional expertise, the prime example being the High Duty Pipe Welders employed in the nuclear and gas turbine propulsion field.

So that the maintenance and repair of such systems be carried out by Service artificers it has been necessary to establish a corps of elite welders. The initial step towards joining this elite is a week's aptitude test in HMS Sultan, where volunteers who consider they have the maturity, dedication and basic skill can qualify to attend the High Duty Pipe Welding Course.

Intensive course

The intensive HDPW course and 12 months on-job training leads finally to the HDPW qualifications. A return of service on completion of this course is obviously necessary, and ratings who complete the course can expect to serve ashore in Devonport, or Faslane initially, for at least two years. Billets also exist in Portland and Portsmouth for those who qualify and later return from sea service.

Extended service for HDPW under the terms of DCI 655/78 exists in most areas. In addition, volunteer MEA / MEMN / MEA(H) to take the aptitude test are always welcome and further information regarding the course or future employment in this very specialised field of engineering can be obtained from The Sheet Metal Workshop, HMS Sultan, telephone 2302, or the MEA Drafting Desk, telephone HMS Centurion 2576.

HMS Sultan is responsible for providing the majority of courses applicable to the Marine Engineering Branch, details of which can be found in DCI 508/78 and BR 3000 Appendix 6. If you volunteer for these higher training courses and their successful completion you will assist the Drafting Officer in providing a round peg for a round hole, assist the Service in providing a ready trained man for the billet, and also give more string to your bow in terms of your future employment.



HMS ZULU GREENIES

RFA TIDEPOOL

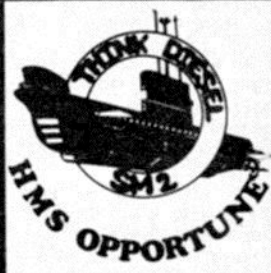
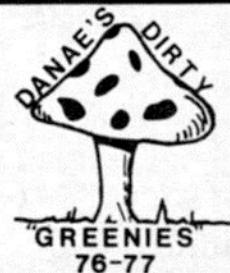
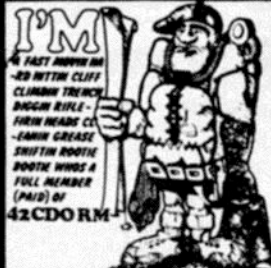


put your ship in the picture!

HMS BLAKE

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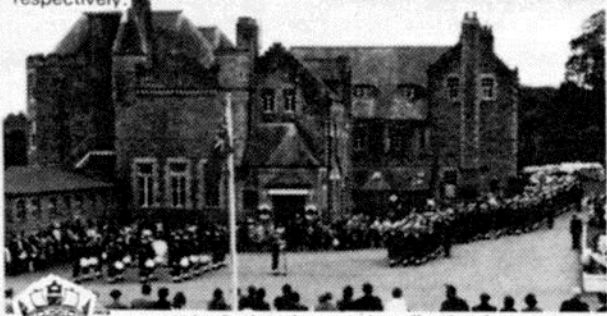


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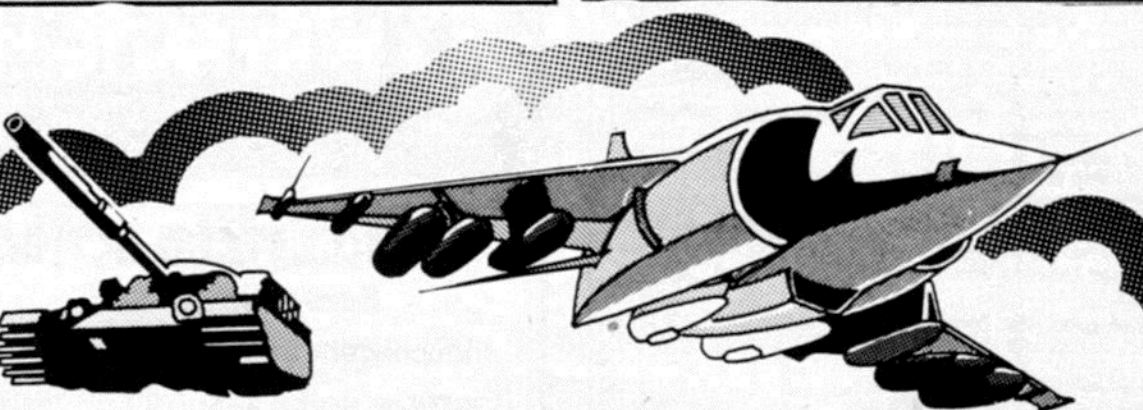
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LOST CHANCE

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Richard's father, **Lieut.-Cdr. GEOFF BOND**, now with the Institute of Army Education, was the Ark's "Schoolie" ten years ago.

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FORCES PAY REPORT DUE NEXT MONTH

Answering a Commons question on Forces' pay in January, the Defence Secretary (Mr. Fred Mulley) said that, as in previous years, he expected the report of the AFPRB to be presented to the Prime Minister some time in March.

When asked for an assurance that the AFPRB would be free to recommend an increase well above five per cent., Mr. Mulley said he could not anticipate the

Review Body's recommendations or the Government's considerations of them.

But he repeated an assurance that the Forces would have a pay increase in April which would consist broadly of half the amount required to bring them up to the full military salary for April 1978, together with whatever amount was required to update the award to April 1979.

"Clearly, that will be much in excess of five per cent.," he said.

Call sign GB2RN

Using the call sign GB2RN members of the Royal Naval Amateur Radio Society will hold their Easter exercise on board H.M.S. Belfast from 0800 Friday, April 13 to 1800 on Sunday, April 22. Further information is obtainable from CRS M. Puttick, 21, Sandyfield Crescent, Cowplain, Portsmouth, Hants.

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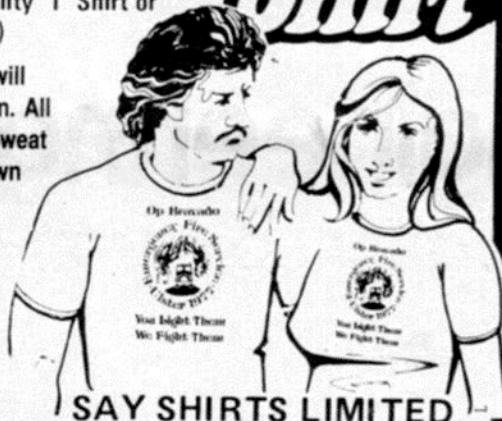
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Admiral Veldkamp, who is also the Dutch Chief of Naval Staff, spent a day in the nuclear-powered Fleet submarine in the Clyde exercise areas as part of his tour of the Royal Navy.



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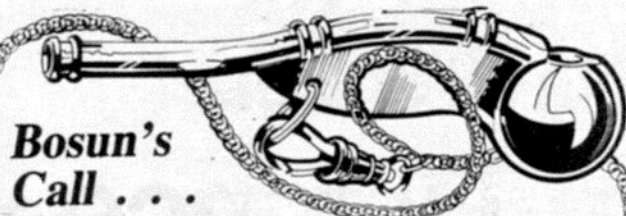
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"Have we got room for some Knights who think they're needed for raising the siege back home?"

NEWSVIEW

More than glad 'The Navy's here!'

The complex business of running our lives can be all-consuming. In preoccupation with your next draft or promotion, a mortgage, warrants (or lack of them), do-it-yourself and dripping taps (not to mention strikes and snow), it would be forgivable to forget now and again what the Navy is all about.

Moreover, men and women in occupations which provide a service rather than manufacture goods find it difficult sometimes to demonstrate fully their true value to the community. But what finer "end product" is there than the saving of life?

Over the centuries, and when duty dictated, the Navy has been involved in the taking of life, but it has frequently been instrumental in saving it too, often in circumstances beyond the call of duty. Rescue from the air is a comparative latecomer to the mercy mission repertoire of the Service, but what experts the sailor-irmen have become!

Skill and bravery

Round our coasts from Cornwall and the south to Scotland, and often far out to sea, helicopter men venture out from establishments and ships in blizzards, gales and darkness to pluck men, women and children from sinking ships, capsized yachts, cliff ledges and the roaring sea itself. The worse the weather, the greater the likelihood of a call.

In one recent week of appalling weather, helicopters from Culdrose were involved in saving no fewer than 19 lives.

Men who fly "choppers" and operate the winches display a combination of skill and bravery of a special brand, and behind them are back-up teams nobly playing their part. Heroism is a word seldom voiced in naval circles, being consigned to the headline writers. But it can be no exaggeration, a fact often recognised in the award of well-deserved medals.

Gratitude

While rescue work flourishes (and at considerable financial cost), it should never be allowed to be taken for granted, particularly when terrible conditions are involved and calculated risks have to be taken. We read a while ago of someone who, having been rescued at some risk, remained resentful that ever greater risk was not taken to save his craft!

Usually, however, there is overwhelming gratitude. The Navy does not chase plaudits, though many come its way. That famous rescue call "The Navy's here" lives on.



and earn yourself a home bonus

Royal Navy personnel interested in getting homes of their own as first-time buyers can be helped under a Government scheme, as well as benefiting under Service arrangements such as the Long Service Advance of Pay plan.

The State scheme is available under the Home Purchase Assistance and Housing Corporation Guarantee Act 1978, about which there has been much publicity.

However, the Navy Department have issued their own guidance so that R.N. personnel may be better informed about eligibility.

The main idea is that the Government will help those who help themselves. Helping

themselves means regular savings, and residents of married quarters are often more favourably placed than people in civilian accommodation to "put a little bit by."

Benefits are substantial — a tax-free bonus ranging from £40 to £110, and a loan of £600 interest free for five years.

All first-time house purchasers are eligible, provided they are 18 or over, and are going to buy a house with a building-society mortgage (or similar). And provided that they have fulfilled the savings requirement.

To qualify for the tax-free bonus, a prospective purchaser must save for a continuous period of at least two years with a "recognized saving institution" (e.g. a building society).

At least £300

He must keep at least £300 in the account during the final 12 months before asking for a mortgage, and have a balance of at least £600 when applying for the mortgage.

The building society will then add to the mortgage loan a further £600 extra from the Government, interest free for five years. After five years (when pay will probably be much increased) the mortgage repayments will go up so that the purchaser can repay the £600 and interest over the remaining life of the mortgage.

Higher bonus

The more there is in the account during the last 12 months before seeking a mortgage, the higher is the tax-free bonus.

Anyone with less than £300 of savings will get nothing, but up to £399 the bonus is £40, and anyone careful enough to have £1,000 or more of savings during the last 12 months will get £110.

Royal Navy personnel will want to know whether they have to occupy the house immediately, whether they can let it, and if there are any snags about selling.

The answers

All these matters have been carefully safeguarded as far as is reasonable under Service conditions, and people interested should study the official statement to get all the answers.

One very useful point is that to qualify for the bonus and loan, the savings of joint purchasers may be added together.

A prospective purchaser (or a couple) able to put by £6 a week, would be in the zone for buying at the end of two years, but of course that is the minimum time. A saving of £4 a week would give the necessary minimum amount in about three years.

Ark's admirals



As H.M.S. Ark Royal reached the end of the line, eight of her former commanding officers — two of them Admirals of the Fleet — attended a dinner on board as guests of Capt. Ted Anson (soon to be Flag Officer Naval Air Command), who commanded the Ark on her final deployment.

In keeping with the nostalgic mood of the occasion was the dinner menu which commemorated the great ship with such items as — "Y Unit Consomme Royal" — named after an engine unit with a reputation for going wrong.

The guests pictured are (seated at the head of the table) Mrs. Wilfred Graham; (on her left continuing around the table), Admiral Sir Raymond Lygo; Lady Fell; Admiral of the Fleet Sir Michael Pollock; Lady Hopkins; Capt Anson; Lady Hill-Norton; Admiral Sir Anthony Griffin; Mrs. Gerard-Pearse; Rear Admiral W. J. Graham; Lady Lygo; Vice-Admiral Sir Desmond Cassidi; Lady Pollock; Admiral Sir Frank Hopkins; Mrs. Anson; Admiral of the Fleet Sir Peter Hill-Norton (who was created a life peer in the New Year Honours); Lady Griffin; and Rear-Admiral J. R. S. Gerard-Pearse.

Picture: LA(Phot) Colin Watmore.

Flying Tigers to the rescue

Eight frightened trawlermen clung to the guardrails of their wrecked vessel and listened for the sound of salvation. That sound was the clatter of Sea King 592, somewhere overhead, blind in the blizzard, being drifted backwards over the rocks which had ripped through their ship.

Weather conditions were appalling. So bad in fact, that R.N. air station Culdrose had been reluctant to launch the helicopter at all.

That night, Sea King 592 plucked eight men from certain death — and logged up another entry in a New Year week of desperate and unrelenting rescue missions.

VOLUNTEERED FOR SAR

Ironically, 814 Naval Air Squadron had volunteered for Search and Rescue duties during Culdrose's Christmas leave period to give 706 Squadron aircrew a break, and to get in some pre-embarkation flying before joining H.M.S. Hermes in mid-January.

The week December 30 to January 6 is not one the Flying Tigers — the men of 814 — will quickly forget.

During that short period they saved the lives of 19 people, risked themselves and their helicopters in quite atrocious weather, and clocked up more than two whole days of flying time.

December 30 —two saved

The cabbage patch rescue started with an early afternoon report that two girls, aged 11 and 13, were trapped on the 100ft. high Chapel Rock, several hundred yards off Perranporth in Cornwall.

Sea King 594 of 706 Squadron, manned by 814 Squadron aircrew, took off from Culdrose in winds gusting to 40 knots and flew into a rapidly worsening blizzard.

With visibility down to yards, police and coastguards used cars and searchlights to guide the helicopter to Chapel Rock, where Lieut. Leslie Sim was lowered to rescue the girls by a double lift.

For 45 minutes, Lieut. Laurie Williams tried to land back at Culdrose, but driving snow, high winds and a power failure to recovery aids forced him to change his mind. He put the Sea King down in a cabbage field at nearby Marazion, and the girls spent two days at Culdrose until the roads cleared enough for their parents to collect them.

December 31 —eight saved

While Sea King 594 was looking for its cabbage patch, the trawler Ben Asdale was drifting helplessly in Force 10 gales onto the rocks at Newport Head, near Falmouth.

Three men were already dead, washed overboard by the huge waves, and eight lives — one a Russian seaman from the processing vessel Antarctica — were in the balance.

By now conditions were a nightmare. Only when it became clear that the trawlermen would die if a helicopter could not reach them did station commander Capt. Jock Tofts reluctantly launch Sea King 592 into the howling night.

When the helo arrived over the Ben Asdale, a blizzard blotted out the trawler even to those watching from nearby cliff tops.

Sea King 592, flown by Lieut. Tony Hogg and Lieut. Larry Jeram-Croft, crept out to sea, went down to winching height and, "talked in" by the coastguards on the cliff, slowly backed into the cove where the Ben Asdale lay.

Over the wreck, Lieut.-Cdr. Mike Norman and LACMN Chris Folland winched the eight survivors to safety, at the same time overcoming cabin intercom failure and a snag in the winch drum.

When the winch became faulty, one survivor was hanging helpless in the strop. He had to be dropped back into the sea while the snag was cleared.

LMA Brian Steele began to treat the rescued men — suffering from hypothermia and exposure — as Sea King 592 headed for Culdrose in the early hours of the morning, her "Mission Impossible" completed. She had been in the air 1 hour and 40 minutes.

January 4 —one saved

"Motor vessel Cantonad, 2,200 tons, 16 crew, in position 4950N 0255W, has developed a list which is increasing. Request helicopter assistance."

This terse message was the start of another long night for Sea Kings 592 (manned by the Ben Asdale aircrew) and 594. A night during which men and machines flew beyond their limits — and 15 seamen drowned.

Thirty minutes before the helos reached the Cantonad off Guernsey, the vessel capsized, throwing her crew into the water.

The Sea Kings reported "swimmers in the water clinging to debris." In the desperate minutes that followed, both crews tried repeatedly to winch up survivors. At long last, in near impossible seas, one seaman grabbed a strop and was lifted into 594.

As 592 stayed on station to guide the St Peter Port lifeboat to the



A few days after he joined Culdrose, Surg.-Cdr. Clive Miller found himself 140 miles south-west of the air station, involved in his first medical evacuation by Sea King helicopter. A crewman on the Spanish trawler Goitume-Primerio sustained severe leg injuries when a wire snapped on deck, and two Sea Kings of 706 Squadron were scram-

bled to give assistance. One carried the PMO, and the other LA(Phot) Pete Northcott, who took this picture.

Surg.-Cdr. Miller was lowered to the trawler where he examined the injured man, who was then winched into the helicopter and rushed to Treliske Hospital, Truro.

'MISSIONS IMPOSSIBLE'

bodies, 594 rushed 19-year-old Jim Dimitrios to Torbay Hospital.

Sea King 591 now took off from Culdrose, but was diverted to investigate red flares seen 30 miles off the Lizard. This was to develop into the Peacock mission.

January 5 —two saved

Directed by the German vessel Nira, Sea King 591 soon found a yacht wallowing in heavy seas. There were people in the cockpit, but 50 knot winds and 25ft. waves ruled out a winching operation.

While Mira acted as escort to the yacht, the Sea King returned for fuel and to have salt cleared from engines and rotors. Back off the Lizard, Mira had lost the yacht, and 591 began once more to search the sea. After five hours she gave up, her crew

suffering by now from cold and fatigue.

Three Sea King crews had been airborne all night. Two further aircrews were summoned from home and, at first light, Sea Kings 270 and 273 of 814 Squadron took off.

An hour before midday FCACMN Norman Anning was lowered from 270 to double lift two young women to safety. Their yacht was called the Peacock; their skipper had been washed overboard; and for nearly a day and a half they had been huddled in the cockpit of their crippled yacht, unable to do more than fire flares.

January 6 —six saved

Early in the evening of January 6 the duty SAR Wessex helicopter of 771 Squadron recovered a body from a cove near Falmouth. It later proved

to be one of three seamen lost from the Ben Asdale a week earlier.

Soon after, the Japanese tanker Daikoomaru reported finding two injured people from the yacht Ile de Feu.

Sea Kings 270 and 273 were recalled to Culdrose, then launched to fly 80 miles to the tanker.

Surg.-Lieut. Dave Morgan and POACMN Martin Newton were lowered to the deck where, to their surprise they found not two but six people, all French, who had been in a liferaft for nearly 30 hours. Their yacht had been swamped by a huge wave.

Sea King 273 lifted two seriously injured survivors to Treliske Hospital, Truro, while 270 winched up the remaining four and delivered them to the Culdrose sickbay.

January 8 —Eire disaster

With only six hours remaining of their SAR commitment, the Flying Tigers became involved in a disaster that, literally, shook Eire. This was the explosion that devastated the French tanker Betelgeuse at Whiddy Island in Bantry Bay.

Sea Kings 270 and 273 spent more than 21 hours in the air around Bantry and recovered four bodies from the bay.

They also served . . .

Nineteen maintenance crew, led by CPO Jimmy Green, clocked up 122 hours each during the great blizzard. All members of 706 Squadron, they slept in camp beds in the squadron building and lived on bacon butties.

During the same period, Culdrose sickbay dealt with 16 patients, many of whom had to remain in the bay because of the snow-blocked roads.

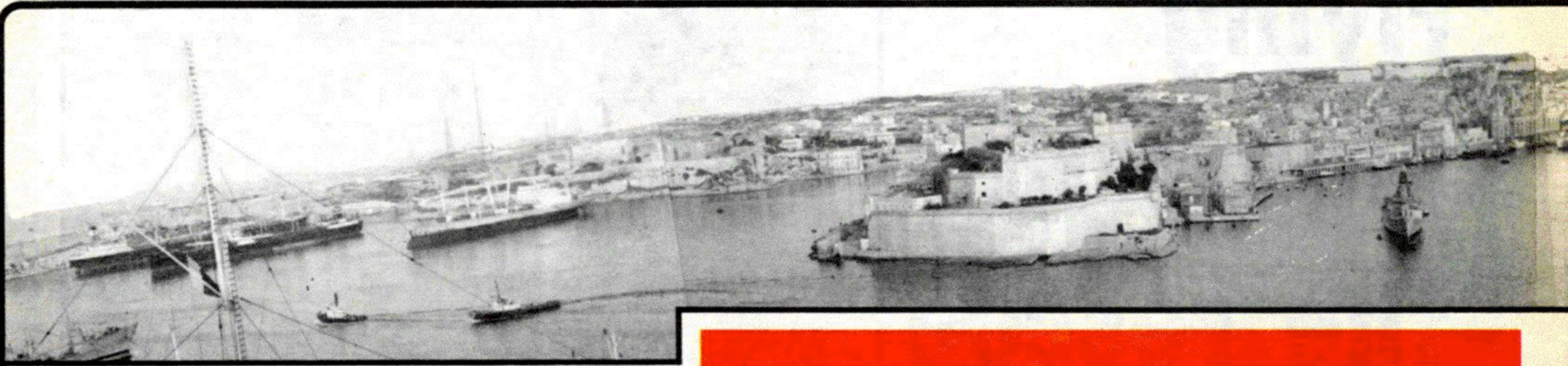


Picture: LWren (Phot) Sandy Hill.

The aircrew members of 814 Naval Air Squadron who took part in the majority of the Christmas leave SAR missions from R.N. air station Culdrose. From left to right they are (back row) Lieut. Leslie Sim, Lieut. Ian Munday, Sub-Lieut. Gordon Jones, Sub-

Lieut. Frank Edwards, Lieut. Laurie Williams, Lieut. Tony Hogg, and LACMN Chris Folland; and (front row) Lieut. Larry Jeram-Croft, Lieut. Duncan Fergusson, Lieut.-Cdr. Mike Norman, POACMN Martin Newton and LACMN Wally Walters.

THE LOST HORIZON . . .



To generations of Navy men and women, mere mention of the name Malta is enough to conjure up a kaleidoscope of memories of life in the sun both when the living was easy and the going was rough.

Matelots of "old and bold" vintage recall days of spectacle when the magnificent blue and golden sweep of Grand Harbour and the creeks were thick with battleships, cruisers and destroyers which could be measured in miles as ships from Mediterranean and Atlantic Fleets gathered and uniformed sailors thronged the picturesque streets.

Wartime sailors have different memories. Days and nights of epic defence and famous convoys to the George Cross Island are vividly recalled.

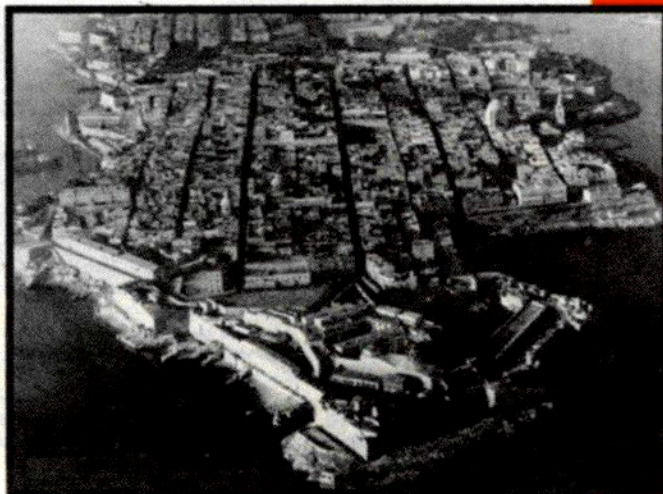
Later generations will probably best remember it as a happy spot for a run in the sun or where they once worked and lived, perhaps with their families. Countless naval personnel and associated civilians served there in ships, dockyard, workshops, stores, offices, air stations, hospitals, schools and many other installations.

Centuries

Now closing is the final chapter of a story which has lasted the best part of two centuries and links the present with the days of Nelson. Inevitably, the Malta run-down has not been the easiest period of the long and special relationship, which now draws to a close in terms of a permanent military presence.

Under the Military Facilities Agreement of 1972, the British Services are conducting a phased withdrawal, finally departing at the end of next month.

Throughout the last year almost every week has seen the closure of some Service installation on the island and, as a result of this and earlier closures, scores of buildings have now been vacated, among them hospitals, schools, married quarters, air stations, and the Lascaris headquarters on Grand Harbour from which were controlled wartime



To stir memories, here is an aerial shot of Valletta with Fort St Elmo in the foreground (those who know the location of The Gut, please keep quiet.)

operations. The dockyard passed over to local control many years ago.

Meanwhile, Servicemen and their families have steadily moved away, leaving just a few to work carefully towards the March 31 deadline.

For the British involved in exit, both Service and civilian, the object has been to bow out with as much careful organisation, fairness, good grace and mutual respect as can be generated at the parting of the ways with so many good friends on Malta, whose people have been long linked with the history of the Royal Navy in the Mediterranean.

The aim finally has been to

concentrate on two centres — the R.A.F. base at Luqa (home also of the civilian airport) and H.M.S. St Angelo, that marvellous "stone frigate" on Grand Harbour where sailors have lived and worked in a fortress where once the Knights of St John trod the ramparts.

At the end of the Service presence on the island the largest naval contingent has been about 200 members of Salerno Company Group 41 Commando R.M. and it has been appropriate that the Marines, who first went to the Maltese islands in the late 18th Century, should be there at the end.

As the finale approaches, personnel from all the Services and civilians have been working together towards the end of March date when, no doubt, some final ceremonial will mark the event and the Royal Navy, probably led by H.M.S. London, wearing the flag of Rear-Admiral O. N. A. Cecil (the last Flag Officer Malta), will sail away at the end of an era.

Sailors will long remember the familiar haunts and hope for the opportunity in the future of many happy returns to what, many would argue, over the years has been Jack's favourite run.

Below: Britannia sails away — a shot when the Royal Yacht made a colourful and symbolic exit from Grand Harbour.

SYMBOLIC EXIT



MALTA

The final chapter

Serving to the end

For the best part of 200 years Maltese have been serving in, or working with, the Royal Navy, some in many parts of the world. During the Second World War large numbers served with the Navy ashore and afloat.

With the departure of the Services from Malta comes closure of the Malta Port Division, first formed in 1905 and currently manned by those who seven years ago made the decision to remain with the division until its end.

In recent times there have been about 50 cooks and stewards; 30 seamen engaged on boat maintenance and running the harbour ferries and the admiral's barge; and 30 MEMs engaged on boat work. Their Fleet Chief has been FCPO Albert Lewis, who leaves after about 23 years.

Men of the Malta Port Division — many of them in the 30-45 age range — will receive appropriate financial benefits on leaving.



Busy beside Grand Harbour is a quartet from the Malta Port Division, which now passes into history. The four are: AB A. Gatt, LS J. Pisan, MEM A. Sceberras, and LMEM J. Grech.

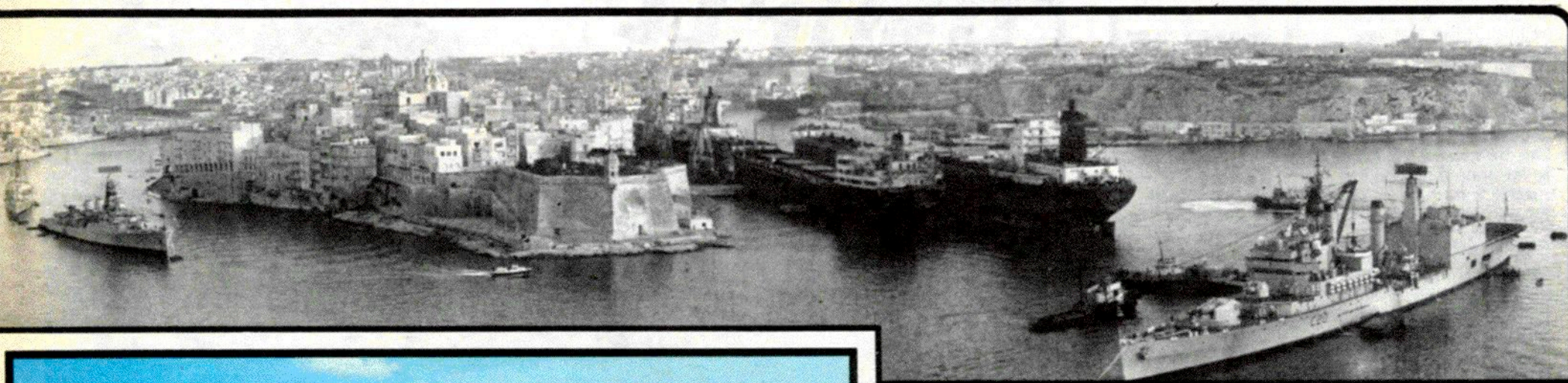
Last of the line of admirals to serve in Malta is Rear-Admiral O. N. A. Cecil (right), who as both Commander British Forces and Flag Officer Malta since 1975 has had the task of planning and supervising the run-down. Formerly based in Lascaris, he later transferred his headquarters to St Angelo, against which he is pictured with his barge, manned by members of the Malta Port Division.

This composite-picture panorama across Grand Harbour, taken from Upper Barrakka Gardens, Valletta, includes Kalkara

Creek, H.M.S. St Angelo, Dockyard Creek and Senglea. Among the Royal Navy ships present when the picture was composed

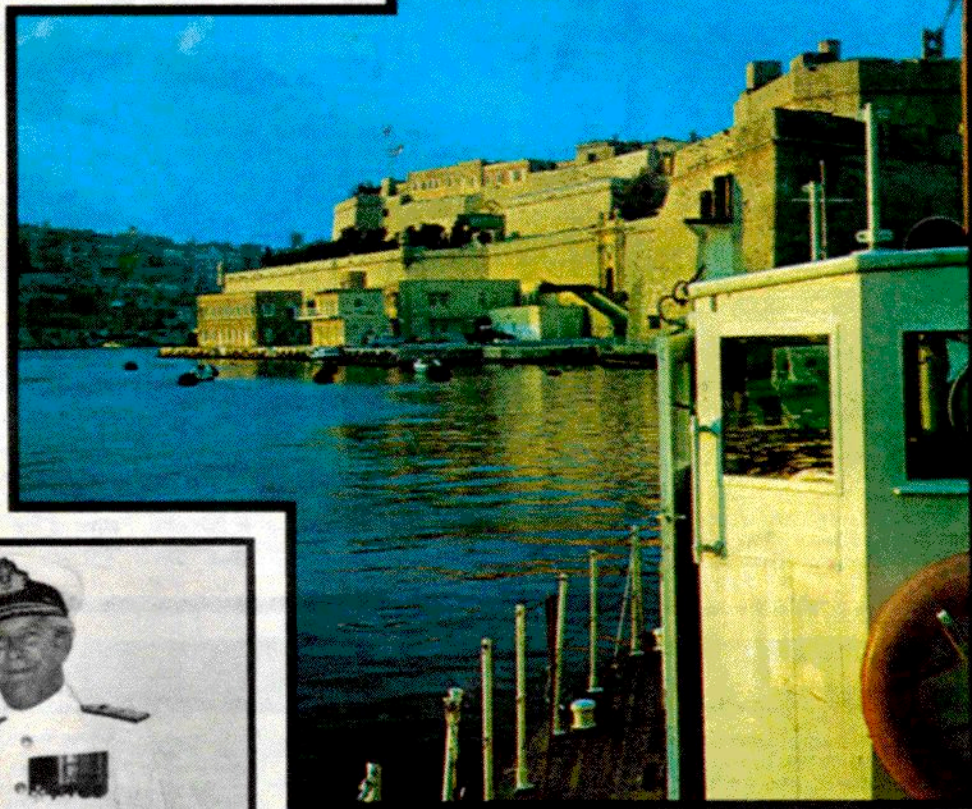
were H.M. ships Zulu, Cleopatra, Rhyl, Amazon, Mohawk and Tiger.

Photography: SAC Pete Franks, R.A.F.

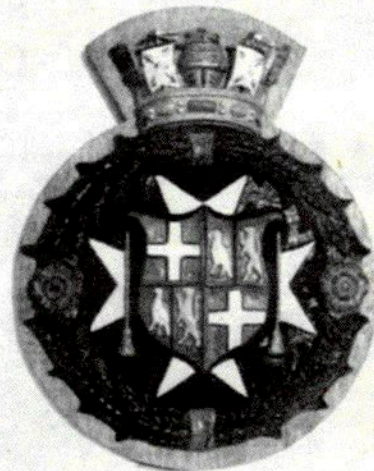


Above: Against some unmistakable Maltese architecture, a modern naval frigate, H.M.S. Alacrity, is pictured, while in the foreground is a familiar vessel to anyone who has been to the island — the dghajsa.

Right: Winter sunshine on the splendid fortress H.M.S. St Angelo, now headquarters of the last Commander British Forces Malta and Flag Officer Malta.



Right: The badge of H.M.S. St Angelo.



St Angelo, monument to heroism

To the rocky limestone island soaked in sun and history, and an attraction for a whole series of nationalities over the centuries, the British were comparative latecomers.

It was with the help of Nelson that the Maltese won the island back from the French who were driven out in 1803. The great admiral's name honours the marble tablets in the ramparts of H.M.S. St Angelo where are listed the names of Commanders-in-

Chief Mediterranean — a distinguished line which in more recent times has included names like Cunningham and Mountbatten.

Listed too are the names of the many Flag Officers, Malta; Commissioners; Admiral Superintendents and Commodore Superintendents; and commanding officers of H.M.S. Egmont and H.M.S. St. Angelo.

Those who fought and died are remembered in many ways in Malta, not least in St Anne's Chapel in St Angelo, where are listed all the Admiralty-operated ships which sank in the Mediterranean in the last war. In books are the names of those who died and have no known grave.

St Angelo's future has not been announced, but no doubt its historical values will be borne in mind as it is handed over to the Maltese.

The first building there was probably a heathen temple about 1500-1000 B.C. The Grand Master of the Knights of St John moved in 1530, and in 1565 the Great Siege was conducted from the fortress.

In the 19th Century the fort was occupied by the British Army and in 1912 the Royal Navy took it over as base ship for the Mediterranean Fleet. At the time the fort was named H.M.S. Egmont, being renamed H.M.S. St Angelo in 1933.

During another famous siege in the Second World War 69 direct bomb hits were registered but in general the massive walls, started in the ninth century, withstood it.

The last commanding officer of St Angelo is Cdr. Jack Duffett.

NELSON'S CHOICE

Nelson himself, so it is reputed, chose the site for what became the Royal Naval Hospital at Bighi overlooking a Grand Harbour creek. No longer is it a hospital, neither is Mtarfa, but the Senior Service has continued in the forefront of medical care on the island ever since Royal Navy men first set foot on the island.

Bighi closed in 1970, while Mtarfa — at one time known as the David Bruce Royal Naval

Hospital — finally closed about a year ago. At the time of the Sicilian campaign in the Second World War Mtarfa was geared to accommodate 1,200 patients. An underground hospital was excavated, though never used.

More recently, medical care for the Service has been concentrated at the sick quarters at Luqa which has virtually been a small hospital for all the Services.

HONOURS

Former First Sea Lord and Chief of the Defence Staff, Admiral of the Fleet Sir Peter Hill-Norton was created a life peer in the New Year Honours List, believed to be the first naval officer to be so honoured.

He served in the Atlantic, on Russian convoys and in the Far East in the Second World War, commanded a destroyer at Suez and later commanded H.M.S. Ark Royal before going on to many top appointments in the Navy.

After leaving MOD as Chief of the Defence Staff, he was for several years Chairman of the NATO Military Committee.

On retirement from this post he accepted in July 1977 the presidency of the Sea Cadet Association.

Royal Navy awards in the 1979 New Year Honours List included the following:

PAMELA MERITS MEDAL

With the re-introduction into the Royal Navy of the Meritorious Service Medal, a full quota of 59 awards has been made for each of the years 1977 and 1978.

Among the names is that of CWren Reg Pamela Gann, the first member of the WRNS believed to have received the medal, whose award in the Navy was discontinued about 50 years ago, although Royal Marines continued to receive it until after the Second World War.

HIGHEST STANDARD

Ratings and other ranks of the R.N., R.M., QARNNS and WRNS are eligible for consideration for the award on completion of 27 years' adult service. But award of the M.S.M. is not simply a routine progression in the recognition of long service, and those selected must not only have continued to maintain the highest standard of conduct, but must also have demonstrated "meritorious" service in a wider sense.

The 59 quotas for both 1977 and 1978 were selected from large numbers of recommendations.



Regulating Chief Wren Pamela Gann (pictured above) is believed to be the first member of the WRNS ever to gain the Meritorious Service Medal. C Wren Gann, who joined the WRNS in 1949, is at present serving at Kensington in H.M.S. President, where she looks after the administration of WRNS personnel based in London.

Picture: Elinor Owen

Admiral is life peer

K.C.B. — Vice-Admiral P.E. C. Berger, Vice-Admiral J. H. F. Eberle.

C.B. — Rear-Admiral T. H. Bradbury, Rear-Admiral J. R. S. Gerard-Pearse, Rear-Admiral W. J. Graham, Rear-Admiral M. L. Stacey.

C.B.E. — Rev. J. C. Creber, Capt. P. K. C. Harris, Surg. Commodore J. Keeling, Capt. W. F. Moore, Capt. S. A. Stuart.

O.B.E. — Cdr. J. R. Atherton, Cdr. I. E. J. Bowles, Major M. D. Cavan, R.M., Cdr. H. E. Chappell, Cdr. J. A. Coleman, Cdr. T. R. M. Duke, Rev. T. K. Hodson, Cdr. J. L. McCann, R.N.R., Lieut.-Col. G. F. D. Roberts, R.M., Cdr. J. R. Symonds-Taylor, Cdr. J. N. Underhill, Cdr. J. G. Wemyss, Cdr. K. Wollan.

M.B.E. — Lieut.-Cdr. (SCC) C. D. Bartlett, R.N.R., FCCEA G. D. S. Bowden, Lieut.-Cdr. J. A. Bradley, Capt. D. M. Crook, R.M., FCCA A. Hogg, Lieut. (CS) R. J. Kennedy, Lieut.-Cdr. D. B. King, Lieut. D. G. Lemon, Lieut.-Cdr. H. B. McConway, R.N.R., Lieut.-Cdr. A. J. Phillips, Lieut.-Cdr. D. J. H. Richardson, Lieut.-Cdr. A. M. Sinclair, Lieut.-Cdr. F. G. Thompson, Lieut.-Cdr. R. C. Weale, Lieut.-Cdr. J. Whiteside.

Bar to B.E.M. — CPOWTR V. N. Smithbone.

B.E.M. — CPOPT N. R. M. Austwick, CMEA(H) C. E. Baskerville, Sgt. J. Brown, R.M.R., CMEM G. E. Callander, CSgt D. Capper, R.M., CCEA D. G. Dart, CPOSA R. Densham, CSgt E. C. Ennis, R.M., Sgt. J. D. Francis, R.M., OEMN1 C. R. Gray, CPOA(CA) W. J. L. Izzard, CPO R. C. Lawday, R.N.R., POMEM Leung Ting To, MEMN(P) B. Little, CMT A. G. Lyons, CWRENREG D. Moore, W.R.N.R., CPOSA D. J. Murphy, CEMN(A) J. Parker, CPO(OPS)S D. C. Roberts, CPO(OPS)R P. Selwood, CPOPT J. E. Sproule, MEA1(P) J. L. Temple, R.N.R., CREMN B. Thomas, CPOWTR A. E. Tomlin, CAA(AE) M. F. Welsh, LS(SR) P. J. Wooding, LWRENWTR S. C. Young.

Royal Red Cross: A.R.R.C. — Superintending Sister H. E. J. Gillespie, QARNNS, Supt. Sister E. Meiklejohn, QARNNS, Supt. Sister M. E. Williams, QARNNS, FCMT D. Johnson.

A.F.C. — Lieut.-Cdr. J. Rush.

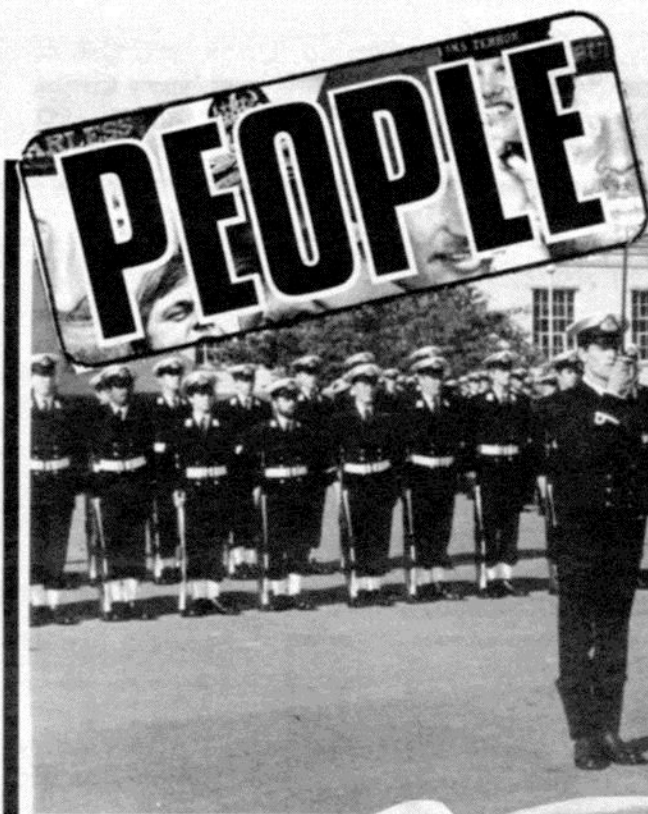
Royal Victorian Order: M.V.O. 4th Class — Surg. Cdr. D. A. Lammiman, Silver Medal — CPOSTD J. S. Rhodes, CMEM J. T. Wightman.

PEN-PALS...

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Antoinette (18), single, 5ft. 4in., black hair, brown eyes, Beverley, Hull.
Joyce (27), single, 5ft. 6in., brown hair, brown eyes, one daughter, Guernsey.
Jayne (16), black hair, Bedford.
Denise (15), 5ft. 2in., brown hair, hazel eyes, St. Helens, Merseyside.
Allison (17), single, 5ft. 6in., brown hair, brown eyes, Pollokshields.
Suzanne (22), single, 5ft. 3in., brown hair, brown eyes, St. Annes-on-Sea.



FAMILY AFFAIR... 2

Wren GWENDA VALENTINE received an affectionate welcome from two sailors when she arrived at R.N. air station Yeovilton. There to greet her were her 20-year-old twin brothers, IVOR (left) and DAVID. Gwenda was drafted to Yeovilton from H.M.S. Nelson. Ivor, an aircraft handler, is soon to join H.M.S. Bulwark, while David is a member of Yeovilton's firecrew.

FAMILY AFFAIR... 3

FCCY LESLIE MURRELL and son AB(M) LESLIE MURRELL served together in H.M.S. Mercury before Leslie jr. was drafted to H.M.S. Crofton at Gibraltar. Father is the Foreign and Commonwealth Training Officer in Mercury.

FAMILY AFFAIR... 1



Sub-Lieut. PETER WHITELEY presents arms to his father, General Sir PETER WHITELEY, R.M., Commander-in-Chief Allied Forces Northern Europe. The occasion was ceremonial divisions last term at the R.N. Engineering College, Manadon, and son Peter was officer of the guard. The family flavour was strengthened by the presence of General Whiteley's nephew, Sub-Lieut. NICHOLAS WHITELEY, who was also on parade. He was in his first year of the Naval Engineering degree course.



Shara (18), single, 5ft. 5in., blonde hair, blue eyes, Victoria, Canada.
Susan (15), 5ft. 6in., blonde hair, blue eyes, Hartlepool, Cleveland.
Pauline (18), single, 5ft. 6in., auburn hair, grey-blue eyes, Renfrew.
Sally (17), single, 5ft. 10in., blue eyes, Preston, Lancs.
Sheila (37), divorced, 5ft. 3in., dark hair, hazel eyes, one child (10), Portsmouth.
Jayne (18), single, 5ft. 8in., brown hair, blue-green eyes, Norwich.
Janice (27), single, 5ft. 4in., auburn hair, blue eyes, London.
Sharon (18), single, 5ft. 1in., ginger hair, blue eyes, Newtownards, Co. Down.
Roberta (17), single, 5ft., brown hair, blue eyes, Dublin.
Linda (16), 5ft. 3in., brown hair, brown eyes, Leeds.
Tina (16), 5ft. 2in., brown hair, green eyes, Eastleigh, Hants.
Claire (25), single, 5ft. 3in., blonde hair, green eyes, Folkestone.
Elizabeth (17), single, 5ft. 4in., brown hair, blue eyes, Leeds.
Lesley (19), single, 5ft. 7in., brown hair, hazel eyes, Shipley, W. Yorks.
Carol (16), 4ft. 11in., brown hair, brown eyes, Peterhead.
Katrina (16), brown hair, hazel eyes, Keighley, W. Yorks.

Helen (16), 5ft. 2in., dark hair, brown eyes, Billingham, Cleveland.
Tracey (16), 5ft. 2in., brown hair, blue eyes, London.
Jeannette (16), 5ft. 1in., fair hair, blue eyes, Newcastle-on-Tyne.
Deborah (18), single, 5ft. 5in., brown hair, green eyes, Darlington.
Jane (24), single, 5ft. 6in., brown hair, blue eyes, Darlington.
Jane (16), 5ft. 3in., brown hair, brown eyes, Ripon, N. Yorks.
Bernadette (15), 5ft. 2in., brown hair, brown eyes, Crews.
Ann (29), divorced, brown hair, blue eyes, three children, Eastbourne.
Rosemary (19), single, blonde hair, blue eyes, Belfast.
Joyce (31), divorced, brown hair, blue eyes, three children, Birkenhead.
Lola (16), 5ft. 5in., brown hair, blue eyes, Cheltenham.
Karen (23), single, 5ft. 4in., brown hair, blue eyes, London.
Yvonne (16), 5ft. 1in., brown hair, Rams-gate.
Carole (30), single, brown hair, blue eyes, Birmingham.
Mrs. C. (29), divorced, 5ft. 2in., brown hair, brown eyes, Bristol.
Jackie (22), single, 5ft. 6in., brown hair, blue eyes, Toronto, Canada.

Michelle (20), single, 5ft., blonde hair, blue eyes, Bristol.
Maureen (19), single, brown hair, blue eyes, Gooles, N. Humberside.
Violet (56), widow, 5ft. 2in., auburn hair, blue eyes, Plymouth.
Louise (16), 5ft. 6in., blonde hair, blue eyes, Bristol.
Lorna (18), single, 5ft. 3in., brown hair, hazel eyes, Eastwood, S. Yorks.
Lacey (16), 5ft. 2in., auburn hair, brown eyes, Harrogate.
Judith (15), 5ft. 4in., brown hair, brown eyes, Port Erin, Isle of Man.
Pauline (24), single, 5ft. 3in., fair hair, blue eyes, Chichester.
Elaine (23), single, 5ft. 3in., brown hair, brown eyes, Bognor Regis.
Marion (24), single, 5ft. 6in., blonde hair, brown eyes, Dublin.
Sue (16), 5ft. 3in., brown hair, green eyes, Hatfield, Herts.
Linda (25), single, 5ft. 4in., brown hair, hazel eyes, Cullompton.
Ann (17), single, 5ft. 5in., brown hair, brown eyes, Harrow Weald, Middx.
Sharon (16), 5ft. 6in., brown hair, blue eyes, Pinetown, Natal, S. Africa.
Marie (33), single, 5ft. 5in., brown hair, grey-green eyes, one daughter (2), Bourne-mouth.
Joan (21), single, 5ft. 3in., brown hair, blue eyes, Emsworth, Hants.
Margaret (17), single, blonde hair, green eyes, Glasgow.
Lesley-Ann (25), single, 5ft. 4in., brown hair, green eyes, London.
Yvonne (15), 5ft. 4in., brown hair, brown eyes, Manchester.
Beryl (36), widow, fair hair, blue eyes, two children, Grimsby.
Gwendoline (48), divorced, 5ft. 2in., dark hair, hazel eyes, Birmingham.
Colleen (21), single, 5ft. 6in., black hair, blue eyes, Sunderland.
June (39), divorced, 5ft. 3in., red hair, brown eyes, South Harrow.
Pauline (16), 5ft. 4in., brown hair, blue eyes, North Mansfield, Notts.
Sandra (18), single, 5ft. 1in., brown hair, brown eyes, Portsmouth.
Gina (25), single, 5ft. 8in., dark hair, brown eyes, Ormskirk, Lancs.
Lesley (16), 5ft. 6in., brown hair, blue eyes, Hastings.
Linda (25), divorced, 5ft. 2in., brown hair, hazel eyes, one son (8), Tonbridge, Kent.
Sheelagh (24), single, brown hair, green eyes, Nottingham.
Christine (16), 5ft. 2in., brown hair, blue eyes, Redcar, Cleveland.
Jan (16), 5ft. 6in., blonde hair, blue eyes, Sunderland.

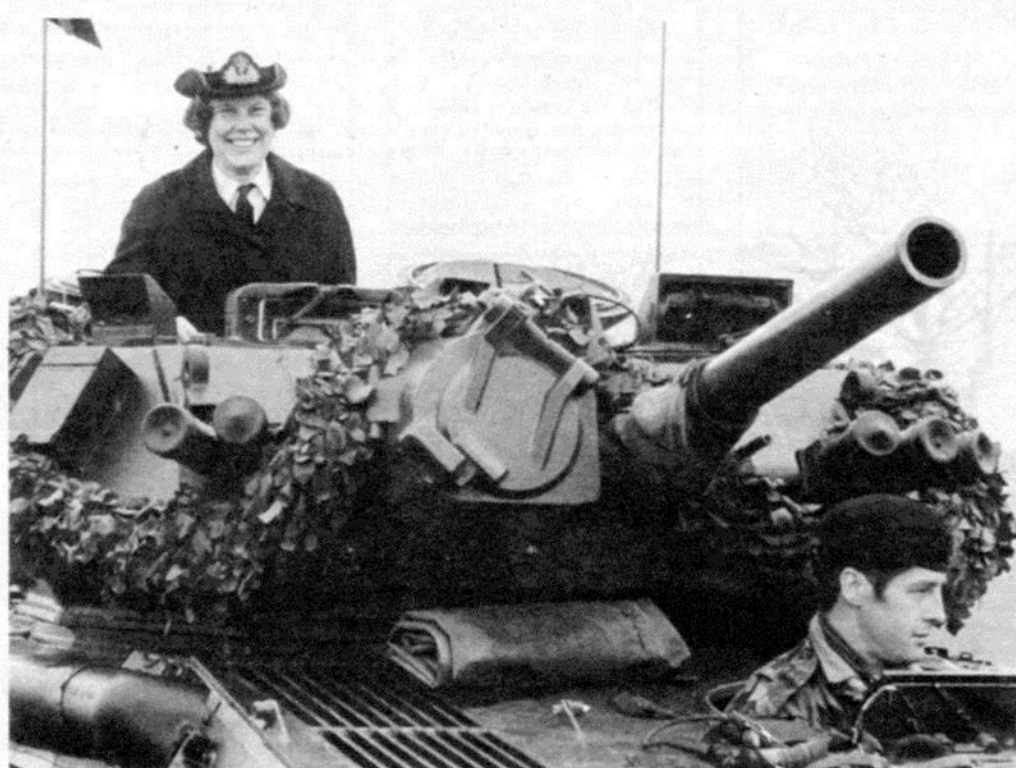
PEOPLE IN THE NEWS

Top officer



Lieut. **ROGER LOWETH**, of H.M.S. Wilton, has been awarded the Queen's Gold Medal for 1977 as the officer gaining highest overall marks during the final year of training. Lieut. Loweth (above) is the Wilton's navigating officer. He has also won a Herbert Lott Trust prize and the Beaufort-Wharton Memorial Prize, which he received for finishing top of last year's navigation and direction exams.

Picture: AB(MW) P. W. Ball.



Wren in the tank

There's a Wren in the tank! Pictured riding in a Scorpion is **First Officer MARIANNE JONES**, who with 55 others on course at the R.N. Staff College, Greenwich, was on a two-day visit to the Army's 6th Field Force headquarters in Aldershot to be briefed on the Army's role in war and peace.

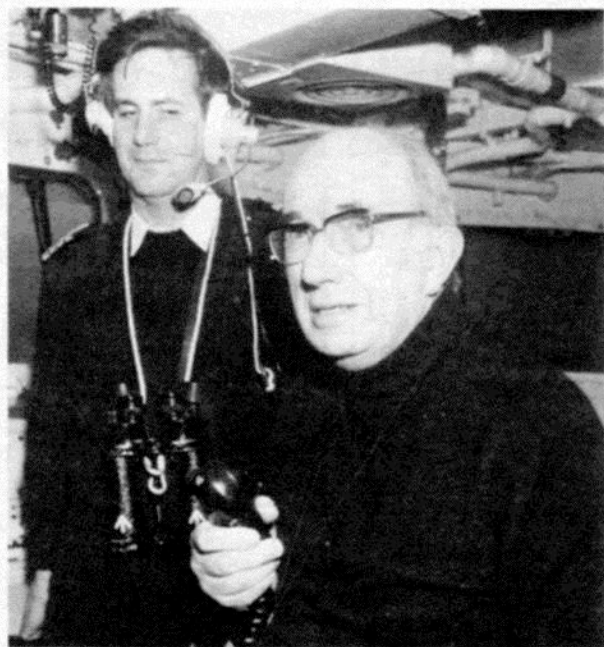
Picture: Soldier Magazine.

Admiral's exhibition



Vice-Admiral Sir **RODERICK MACDONALD**, the Chief of Staff Allied Naval Forces Southern Europe, held an exhibition of his paintings in the Allied Officers' Club at the Naples-based headquarters. The exhibition featured 104 paintings, including a scene of the picturesque Spacca Napoli quarter of Naples which Admiral Macdonald presented to the President of the Region of Campania. It will be hung in the Royal Palace, Naples.

Picture: PO(Phot) Les Warr.



SIR BERNARD MILES, who was made a life peer in the New Year Honours List, got a taste of "roughers" when he spent three days at sea in H.M.S. Apollo. But the character actor of Mermaid Theatre fame proved himself to be a very capable sailor and took a keen interest in all that went on in the ship.

Sir Bernard, a personal friend of the frigate's commanding officer, **Capt. J. W. F. BRIGGS** (left), has long been interested in the Royal Navy. He played a leading role in the film "In Which We Serve," a portrayal of life in a destroyer at war.



One person literally "in the news" is **Lieut.-Cdr. TONY KENDRICK**, who next month takes his family to the sunshine of Norfolk, Virginia, when he takes up his new appointment as Chief of News Media Branch to the Supreme Allied Commander Atlantic.

Lieut.-Cdr. Kendrick, a Fleet Air Arm observer, has been a full-time public relations officer in the Royal Navy since 1971. He is currently Deputy PRO to the Allied Commander-in-Chief Channel, the Commander-in-Chief Eastern Atlantic and the Commander-in-Chief Fleet.



Zena's special!

TV cookery expert **ZENA SKINNER** served in H.M.S. Dolphin during World War II as a Leading Wren Cooker. Recently she visited her wartime "home" while staying in Portsmouth. She was shown over the Patrol-class submarine H.M.S. Oberon — she is pictured in the galley with **LCK TOM JONES** — and has promised to create an "Oberon Special" for the submarine's menu.

Picture: CPO (Phot) Ben Cartwright.

... PEN-PALS

Kathryn (16), 5ft. 2in., brown hair, green-blue eyes, Chester-le-Street.
Miss D. (24), single, 5ft. 7in., dark hair, Hove, Sussex.
Maria (26), single, auburn hair, blue-grey eyes, Whitby, Yorks.
Fiona (16), 5ft. 7in., brown hair, hazel eyes, Whitby, Yorks.
Valerie (17), single, 5ft. 2in., brown hair, brown eyes, Whitby, Yorks.
Sarah (17), single, 5ft. 3in., blonde hair, blue eyes, West Wickham, Kent.
Shirley (22), single, 5ft. 8in., brown hair, brown eyes, Portsmouth.
Jill (21), single, 5ft. 5in., brown hair, hazel eyes, Weymouth, Dorset.
Carole (18), single, 5ft. 6in., brown hair, brown eyes, Solihull.
Wendy (18), single, 5ft. 8in., fair hair, blue eyes, Portsmouth.
Victoria (44), divorced, chestnut hair, hazel eyes, Newcastle-on-Tyne.
Jane (16), 5ft. 4in., blonde hair, brown eyes, Oxford.
Sandra (16), blonde hair, blue eyes, West Molesey, Surrey.
Patricia (16), 5ft. 7in., brown hair, blue eyes, Stockton, Cleveland.
Carole (15), 5ft. 6in., brown hair, blue eyes, Middlesbrough.
Debbie (18), separated, 5ft. 6in., brown

hair, blue eyes, two children, St. Helens, Merseyside.
June (19), single, 5ft. 6in., brown hair, blue eyes, Pontefract.
Jill (18), single, 5ft. 4in., brown hair, brown eyes, Walsall, W. Midlands.
Jane (26), single, 5ft. 4in., dark hair, blue eyes, Hull.
Carole (16), 5ft. 9in., brown hair, blue eyes, Mitcham, Surrey.
Jan (21), single, 5ft. 2in., auburn hair, brown eyes, Rhymney, Gwent.
Susan (22), single, 5ft. 5in., brown hair, blue eyes, Margate, Kent.
Janet (42), divorced, 5ft. 2in., black hair, blue eyes, Kingston-on-Thames, Surrey.
Elizabeth (30), divorced, 5ft. 3in., brown hair, brown eyes, two children, Newport, Gwent.
Allison (17), single, 5ft. 6in., brown hair, green eyes, Harrow Weald, Middx.
Sandra (23), single, 4ft. 11in., brown hair, blue eyes, Liverpool.
Paula (16), 5ft. 4in., brown hair, blue eyes, Stockton, Cleveland.
Shirley (39), widow, 5ft. 4in., brown hair, hazel eyes, Blackburn, Lancs.
Jean (38), divorced, 5ft. 4in., black hair, brown eyes, Blackburn, Lancs.
Beverley (17), single, 5ft. 5in., brown hair, blue eyes, Guildford, Surrey.

Jacky (17), single, 5ft. 2in., brown hair, hazel eyes, Portsmouth.
Kerena (16), 5ft. 4in., blonde hair, blue eyes, Enniscorthy, Co. Wexford.
Christine (15), 5ft. 6in., black hair, hazel eyes, Cardiff.
Andrea (17), single, 5ft. 6in., brown hair, grey-green eyes, Caerphilly, Mid. Glam.
Karen (16), 5ft. 8in., brown hair, brown eyes, Whitchurch, Salop.
Pamela (17), single, brown hair, blue eyes, Northampton.
Nicola (18), single, 5ft. 5in., blonde hair, blue eyes, Tunbridge Wells, Kent.
Sharon (17), single, 5ft. 4in., blonde hair, blue eyes, Tunbridge Wells, Kent.
Irene (18), single, 5ft. 5in., brown hair, brown eyes, Leigh-on-Sea, Essex.
Gill (18), single, 5ft. 5in., blonde hair, blue-grey eyes, Ivybridge, Devon.
Julie (18), single, 5ft. 6in., blonde hair, blue eyes, Southall, Middx.
Maria (29), divorced, 5ft. 8in., dark hair, blue eyes, two children, Stockton-on-Tees.
Angela (21), single, fair hair, blue eyes, Kippen, Stirlingshire.
Carole (18), single, 5ft. 6in., brown hair, blue eyes, York.
Julie (18), 5ft. 4in., blonde hair, brown eyes, Walsall.
Gill (15), 5ft. 2in., brown hair, blue eyes, London.

Linda (22), single, 5ft. 3in., brown hair, brown eyes, Mansfield, Notts.
Toni (19), single, fair hair, blue eyes, Middlesbrough.
Julie (16), 5ft. 5in., dark hair, dark eyes, Liverpool.
Debra (17), single, 5ft. 5in., blonde hair, blue eyes, Birmingham.
Carl (16), 5ft. 4in., brown hair, green eyes, Birmingham.
Betty (38), separated, 5ft. 1in., brown hair, grey eyes, Fareham, Hants.
Joyce (46), widow, 5ft. 6in., dark hair, hazel eyes, Fareham, Hants.
Tracey (18), single, 5ft. 3in., brown hair, blue eyes, West Wickham, Kent.
Marjory (17), single, 5ft. 6in., fair hair, blue eyes, Argyll.
Karen (20), single, 5ft. 7in., brown hair, green eyes, Norwich.
Clare (16), 5ft. 6in., brown hair, blue eyes, Lancaster.
Shirley (32), divorced, brown hair, brown eyes, three children, Launceston.
Hazel (28), divorced, 5ft. 1in., brown hair, blue eyes, Swindon, Wilts.
Carol (17), single, 5ft. 3in., dark hair, London.
Beverley (24), divorced, 5ft. 4in., fair hair, blue eyes, one daughter (3), Havant, Hants.
Maureen (36), divorced, brown hair, Ipswich.

Karen (20), single, 5ft. 6in., brown hair, hazel eyes, Portsmouth.
Joanne (15), 5ft. 5in., brown hair, grey-blue eyes, Ramsgate.
Lorna (17), single, 5ft. 9in., brown hair, grey-blue eyes, North Shields.
Patricia (16), 5ft. 3in., brown hair, hazel eyes, Gateshead.
Wendy (29), single, 5ft. 1in., fair hair, hazel eyes, Stockport, Cheshire.
Sally (15), 5ft. 8in., brown hair, hazel eyes, Portsmouth.
Pauline (21), single, 5ft. 3in., blonde hair, green eyes, London.
Tina (16), 5ft. 4in., brown hair, grey eyes, Dagenham, Essex.
Kay (33), divorced, 5ft. 3in., brown hair, brown eyes, one son, Tiverton, Devon.
Georgina (40), divorced, black hair, brown eyes, South Queensferry.
Jane (16), 5ft. 4in., brown hair, blue eyes, Oslo, Norway.
Cheryl (16), 5ft. 5in., brown hair, hazel eyes, Leeds.
Carol (16), 5ft. 7in., brown hair, hazel eyes, Newthorpe, Notts.
Heleen (16), 5ft. 3in., brown hair, hazel eyes, Bristol.
Lesley (26), divorced, 5ft. 5in., brown hair, green eyes, one daughter (6), Erith, Kent.
Debbie (15), 5ft. 4in., brown hair, blue eyes, Aldergrove, N. Ireland.

Karen (17), single, 5ft. 4in., brown hair, brown eyes, Houghton-le-Spring.
Christine (16), 5ft. 3in., brown hair, brown eyes, W. Germany.
Carol (15), 5ft. 4in., blonde hair, blue eyes, New Milton, Hants.
Katharine (18), single, 5ft. 8in., fair hair, green eyes, Bannockburn, Stirling.
Patricia (18), single, 5ft. 6in., brown hair, blue eyes, Fallin, Stirling.
Lorraine (17), single, 5ft. 3in., brown hair, brown eyes, Bognor Regis.
Jeanette (23), single, 5ft. 2in., brown hair, blue eyes, Scunthorpe.
Angela (17), single, 5ft. 4in., blonde hair, brown eyes, Plymouth.
Elizabeth (18), single, 5ft. 1in., brown hair, hazel eyes, Reading, Berks.
Kristine (24), divorced, 5ft. 1in., blonde hair, two children, Ryde, Isle of Wight.
Jill (18), single, 5ft. 8in., brown hair, hazel eyes, Codsall, Staffs.
Karina (16), 5ft. 3in., brown hair, blue eyes, Welwyn Garden City.
Pat (19), single, 5ft. 1in., brunette, blue-grey eyes, Stroud, Glos.
Joy (17), single, 5ft. 5in., fair hair, brown eyes, Guisborough, Cleveland.
Michelle (18), single, 5ft. 7in., brown hair, brown eyes, Gloucester.
Karen (20), single, 5ft., brown hair, brown eyes, Hinckley, Leics.

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YOUNG LADY 20 living in Bridgwater, Somerset, would like to correspond with servicemen 20-30. Box No: Navy News 458.

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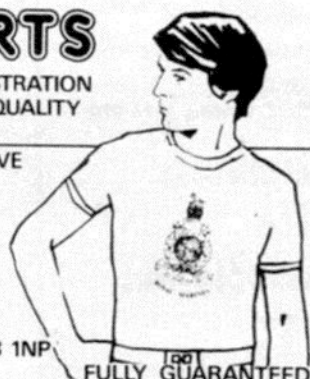
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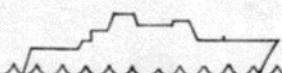
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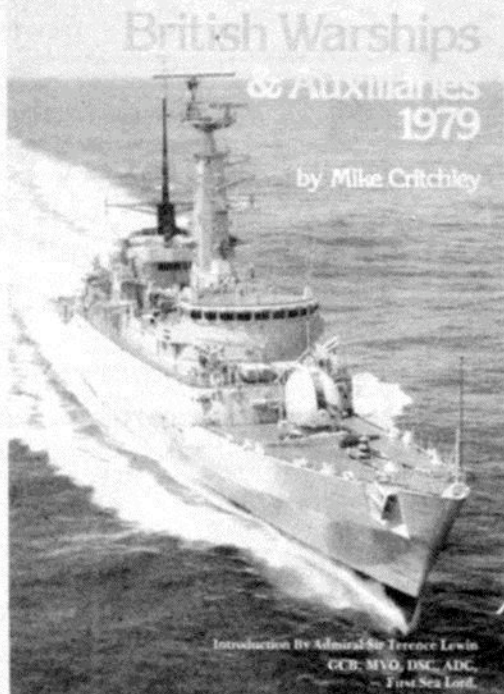
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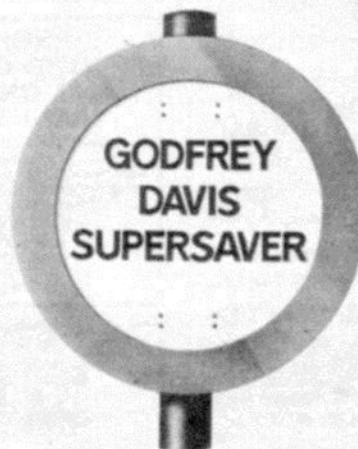
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How Haslar helped heal the horror

Sick and wounded sailors landed in the Portsmouth and Gosport area during the first Dutch War overwhelmed the local capability to deal with them.

In March 1653, the situation becoming chaotic, the Admiralty Board appointed a young physician, Dr. Daniel Whistler, to take responsibility for medical matters in the district. He became the first of many to urge the establishment of a naval hospital at Portsmouth. One hundred years later the decision was taken to build hospitals at Portsmouth, Plymouth, and Chatham.

For Portsmouth, Portchester Castle was considered for conversion, but mercifully for the sailors of then and now, a site was chosen for a new building — at Haslar.

The story of "Haslar, The Royal Hospital," is told by Surg.-Cdr. A. L. Revell in a booklet, price £1.50, published by The Gosport Society, and available from The Curator, Gosport Museum, Walpole Road, Gosport.

Just how horrific were the conditions for wounded seamen is hard to believe today. Anyone who survived "treatment" at sea was likely to "lye dispersed under cure in lurid ale-houses." Drunkenness and corruption were rife.

Haslar Hospital, at the beginning of its life, was not all that much better, "the nurses in general being associated with drunkenness, theft and forgery, and a level of sexual activity which makes the present so-called permissive society appear almost puritanical."

IMPORTED GIN

In fairness, the author points out that the nurses were paid 2s. 6d. per week, rising to £10 a year, so it is not all that surprising that they imported gin to the wards in bladders "tied round their waists or under their stays," and gave comfort to the sailors in bed.

By 1883, boys from the Greenwich Hospital School were recruited as sick berth staff. A corps of "gentlewomen" nurses was also introduced, and in 1901 became the Queen Alexandra's Royal Naval Nursing Service.

A well-staffed and equipped training division at the hospital is now responsible for the training of all nursing staff in the Navy — male and female.

The author of the booklet, Surg.-Cdr. Revell, has been in the Naval Medical Service since he qualified. Having always been interested in the history of the Royal Naval Medical Branch, he has recently become its official historian.



● Left: Surg.-Cdr. A. L. Revell, who joined the staff of Haslar Hospital in 1974 and has recently become the official historian of the Royal Naval Medical Branch. He is the author of "Haslar, The Royal Hospital," the front cover of which is shown on the right.

BOOKS

When warships were built faster!

As soon as men put walls around themselves for defence, their enemies devised new means of attack, including ponderous machines for hurling boulders.

Similar ideas had to come at sea. During the American Civil War, the Swedish engineer John Ericsson claimed for his new design of ironclad ship: "The impregnable and aggressive character of this structure will admonish the leaders of the Southern Rebellion that the batteries on the banks of their rivers will no longer present barriers to the entrance of the Union forces. The ironclad intruder will thus prove a severe monitor to those leaders."

So was born the U.S.S. Monitor in 1861, confirming at a stroke the end of all vulnerable wooden warships. The employment of special ships to bombard well-

defended targets has a history which goes back over the centuries, but Mr. Ericsson's vessel began the story of modern usage of the idea.

At the beginning of the First World War, Jackie Fisher as First Sea Lord, and Winston Churchill as First Lord of the Admiralty, were mulling over ideas for coastal bombardment when a "commercial traveller" arrived on the doorstep.

He was Charles M. Schwab, President of the Bethlehem Steel Corporation of America, who had come to try to sell arms and munitions to Britain.

Agreement was reached for him

to build 20 submarines for Britain in the U.S., and when asked if he had any useful stuff lying around, disclosed that he had four twin 14-inch turrets which he was quite willing to sell, since delivery to the original customer, Greece, would then be impossible.

No comforts

Even with Winnie and Jackie cracking the whip, it is staggering to read the official minute to the Director of Naval Construction "to design immediately two armoured monitors, each carrying

two 14-inch guns, to be built in four months."

Said Fisher, "No fall-lalls or comforts of any kind." Mr. Schwab came with his order book in November 1914, and the monitors were launched in April (four months after keel-laying). They were handed over by the builders in May.

Between then and 1965, 42 monitors served in the Royal Navy, mounting guns of nearly every calibre from 6-inch right up to 18-inch, and being employed at the Dardanelles, off the Belgian coast, in the Mediterranean, and in support of Second World War landings including Normandy.

The story of these unusual vessels is told for the first time by Ian Buxton in "Big Gun Monitors," published by Trident Books, 12 Grand Parade, Tynemouth, Tyne and Wear NE30 4JS (price £9.95).

The like of these ships will never be built again. They were not normally thought of as regular Navy ships, being manned largely by reservists, with officers who were either older men who had been passed over, or relatively junior.

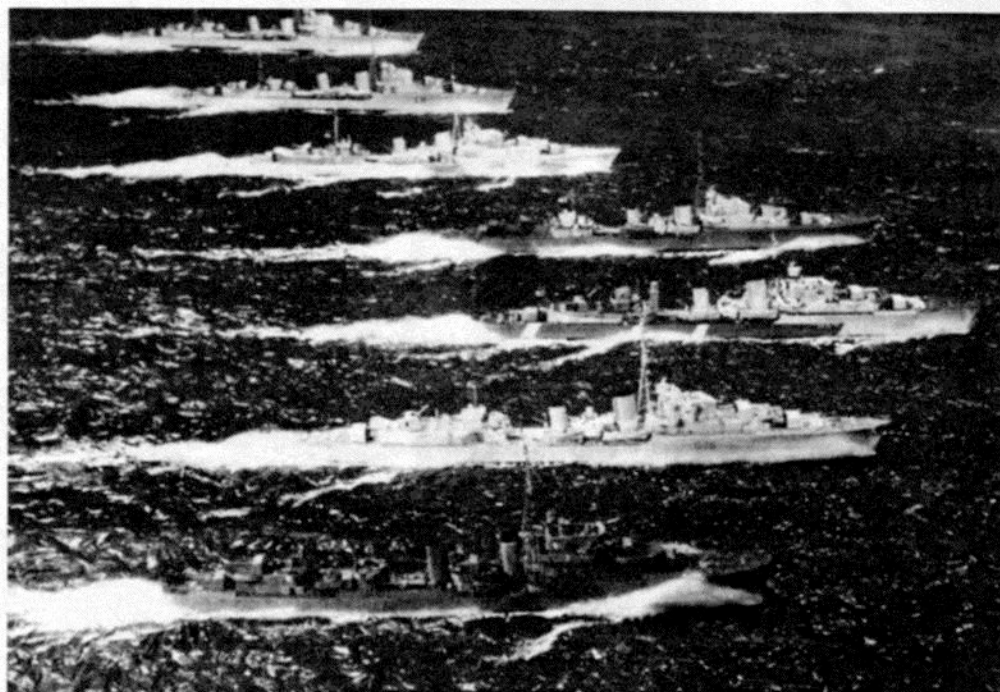
Hard to hit

They were important for several reasons, being cheap to build, requiring small complements, difficult to hit and capable of heavy fire power. Monitors greatly influenced the design of conventional big-gun ships.

The author says that without doubt, the 15-inch gun was the most successful armament used, and indeed "it was probably the most successful tactically and strategically of any of the world's navies' large guns."

As befitting the author's aim to put together a comprehensive history, the book contains great details, and he points out: "If the reader finds an above-average measure of discussion on technical economic aspects of ships and ordnance, this not only reflects my outlook as a professional naval architect, but is a measure of how important these factors are in the design and construction of any novel type of ship."

pre-war appearance, Mowhawk and Afridi. The picture is one of 150 in "Scale Model Warships," edited by John Bowen and published by Conway Maritime Press (price £7.50). Beautifully illustrated and including copious plans, the book has nine chapters, each written by an expert in his field.



If you had to look twice or more at this picture before realising that it shows models and not a real British destroyer flotilla, you're in the majority. The models, scaled down to 50ft. to the inch, are by New Yorker Larry Sowinski, and depict (front to back), Inglefield, Eskimo, Huron, Sikh, Tartar and, in

Thinking about work

Anyone whose face lights up in expectation at the mention of "man/machine interface" may well have little need to read "Understanding Human Engineering," by John Hammond, published by David and Charles (price £4.95).

However, when the claim is made in America that "every U.S. Navy officer should have a copy," perhaps it is as well that the uninitiated should at least attempt to glean what lies behind the somewhat off-putting phraseology starting with "an introduction to ergonomics."

Ergonomics is the study of man in relation to his work, and is concerned with improving the adaptation of the machine to its user.

Mr. Hammond's work is an introduction to this new branch of the sciences of psychology and engineering, dealing with such matters as noise, human limits, energy expenditure — and even down to mundane devices including scissors and thimble.

LIMITED

There is reference to road accidents, indicating the close association between RIP (on the tombstone) with RIT (Response Initiation Time).

"Man," says the author, "has the characteristics of a single communication channel of limited capacity. Drivers are advised not to use the telephone or listen to football commentaries on the radio, while at the wheel, although music is usually harmless."

Some of the book may be regarded as a blinding glimpse of the obvious, and there could be many who know very well that the typists' chairs are badly designed but believe that they have little chance of effecting any improvement. However, in man-management, it is valuable to have a line on current thinking. Mr. Hammond's book is reasonably simple and useful.

IN BRIEF

"H.M.S. Ark Royal," by James Dalrymple, published by Bossiney Books, "Lands End," St Teath, Bodmin, Cornwall (price 75p plus 15p p and p) is a souvenir paperback written in a lively style with popular appeal. There's nothing "official" about this one. Good value.

★ ★ ★

"In Peace and War — Interpretations of American Naval History, 1775-1978," published by Greenwood Press (price £11.75), is an anthology of essays surveying the whole expanse of American naval history from the Revolution to the present. Special attention is given to political background, grand strategy, and war objectives.

★ ★ ★

"Nare's Seamanship 1862," by Lieut. George S. Nares, R.N., is a facsimile reprint of the second edition, published by Gresham Books (price £6.50). This is an excellent reference book for the modern student of sail, rigging and naval routines of the 19th Century, the "question - and - answer" system of instruction being a feature of the work.

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A message from the President of the R.N.A., Vice-Admiral Sir Ernle Pope:

Keep a look-out for shipmate recruits!

As many of you know I have been having talks with the Second Sea Lord to see how the R.N.A. can help the Navy and the Navy the R.N.A. I hope that these talks will bear fruit in 1979; for our part let us make a really big effort this year to get in more shipmate recruits, both direct from the Service and from those who have been out

a few years. And don't forget the ladies who do so much in many branches; reinforcements for them would be very welcome everywhere.

My second point is the national charity for 1979. As you will know, the Council decided to make Pembroke House the national charity and the aim is to provide

a vehicle to take the patients out on visits to hospital, recreation and any other journeys which become necessary. I need hardly say that such a vehicle would provide tremendous help and pleasure to our less fortunate but very brave shipmates.

I ask you all to support this venture to the full. The probable cost is about £8,000

and already money is coming in. If we all get stuck in I am confident that we can raise the necessary cash.

So I call on all shipmates, all branches, and all areas to make a big effort for our own naval home, Pembroke House.

Let 1979 be a year of success for all of us.

A happy and informal moment as members of North Reddish branch, aided by Miss Renee Rhythm, the landlady of The Pomona public house, "show the flag" outside branch headquarters after the standard dedication service. The shipmates pictured, from left, are: Stan Thomas, standard bearer; John Thorpe, welfare officer; Jack Lindop, branch chairman; R. Austin Crowe, parade marshal; Jimmy Welbourne, treasurer; and H. Austin Crowe, secretary. Picture: Paul Francis.

Draw target is Pembroke House bus

Tidings of an imaginative proposal to help provide a mini-bus for Pembroke House, news of events to come, and some witty reminders to shipmates suffering a time lag on administrative matters resulted in a bumper December bulletin from Capt. R. Tiddy, general secretary of the Royal Naval Association.

Assuming the snow is melted and the rivers are contained, Capt. Tiddy confirms that the 1979 annual conference will take place on Saturday, June 16, at the Royal Commonwealth Society, a venue familiar to delegates who attended last year's conference.

The old National Standard, laid up at the Drumhead Service on Horseguards in 1978, will be committed to the care of the church at 1100 on Sunday, June 17, at the Church of St Lawrence Jewry, which is close by the Guildhall.

NO PARADE

There will be no parade, just a service, which will be conducted by the Vicar, the Rev. B. A. Watson. The main parade this year, will be centred around the Cenotaph Service on Sunday, October 28.

With the conference in mind, the last date for returning branch motion forms is March 2. Sir John Lang has suggested that some thought be given to the venue for the 1980 conference, keeping in mind the lively discussion the subject evoked at last year's conference.

OUTLINE SCHEME

The Management and Finance Committee and the National Council agreed the outline of a scheme for the 1979 Association Draw which will take place at Reunion. A limit of £5,000 was set of which £1,000 will be for prizes, with the balance less expenses going to the Central Charities Fund. Tickets at 10p will be sent out in March.

Navy News, having publicised the need for an ambulance at Pembroke House in a recent issue, was delighted to read in the bulletin the possibility of this becoming a reality. The National Council recommendation is that the charity for 1979 should be the Royal Naval Benevolent Trust, but linked to a specific project.

OBITUARIES

Shipmate John Archibald Crithlow, member Wigston and District branch, died November 12.

Shipmate C. Eacott, chairman Battersea branch, died December 17, age 59.

The choice was a mini-bus for Pembroke House.

£2,000 TARGET

It is hoped to raise £2,000 from the Association Draw and hopefully some from the profits of Reunion. Here's hoping the target will be achieved by the end of the year.

To other matters — some dates to ring in R.N.A. diaries. No. 2 Area Standard Bearers competition will be held in H.M.S. Pembroke on Saturday, June 9 to be followed by a dance in Pembroke Club, with music provided by a Royal Marines dance band. There will be the opportunity to go dancing again on Friday, September 14, when an Area buffet dance will be held in Pembroke Club.



Shipmate Bill Henshaw, oldest member of Macclesfield branch, recently celebrated his 95th birthday. Bill joined the Royal Navy in 1901 and retired as a Stoker PO after World War I.

CALLING OLD SHIPMATES

Mr. S. A. Canham (Andy), 29, Windsor Drive, Hertford, Herts, would like to hear from anyone who served in H.M.M.S.9, in the Mediterranean 1942-1944.

Mr. F. E. Walker, former Lieut. (R) R.N., 1, Audley Close, Addlestone, Weybridge, Surrey KT15 1SD, is anxious to contact former Telegraphist CPO R. Frame, who served with him at Suva W/T Station, Singapore 1951-1952, last known address South Wales.

Survivors of H.M.S. Hecla which sank in the Mediterranean 1942, and knew PO Signaller H.A. Cohen, please contact his former wife, Mrs. R. L. Stone, 354, North Avenue, Southend-on-Sea, Essex.

Mr. G. J. Richards, former PO stoker, who served in H.M.S. Duncan

on the China station 1938-1939, would like to trace an old shipmate, Ginger Medforth.

Mr. Dennis Gilbert, ex-stoker, now chairman of re-formed Gloucester branch R.N.A., calls shipmates of J442 minesweeper H.M.S. Niger to attend the branch inauguration at 1500 on Saturday March 10. Replies to 29, Spa Road, Gloucester, GL1 1VY.

Mr. K. F. Jackson, 41, Station Road, Longstanton, Cambs CB4 5DS, would like to hear from any old shipmates who served with him on board H.M.S. Kempenfelt "Capt. D 27" from commissioning in 1943 to paying off in 1946, with a view to arranging a get-together at the R.N.A. Reunion in October. He would also like to hear from any shipmate who served with



Their old haunts on the Rock had gone

"They'll go singing along" was the happy title of a front page picture in the Daily Express, dated April 8, 1929, sent to Navy News by an old shipmate.

The picture shows a group of sailors — members of the crew of the battleship Nelson — going on leave at Portsmouth with some of the 700 canaries the ship brought back from the Mediterranean.

The happy sailors, pictured with their bird cages, look remarkably like the sailor of today. What has changed is not the men, but the souvenirs.

But time brings many changes,

BRANCH NEWS

as a group of shipmates from Oldham found out when they re-visited Gibraltar. Having happy memories of the Rock and of good times spent there during the Second World War, they returned to find Gibraltar changed "beyond recognition."

OLD HAUNTS

Gone were the old haunts — the Royal, the Trocadero and the bars with the all-girl dance bands. But all was not lost. "The good old Andrew came to the rescue" and transformed what would have otherwise been a disappointing holiday into a memorable one.

The Senior Rates mess, H.M.S. Rooke, invited the visitors to lunch, they were shown over H.M. ships Diomedes and Crofton and then had a trip in the guard boat around the Rock. On their final evening there was a farewell party for the guests in the Chiefs' Mess, where plaques were exchanged and the visitors were presented with two bottles of champagne.

For the "wonderful and unbeatable hospitality" a warm thank you from shipmates of Oldham to Lieut.-Cdr. A. M. Croxford, of the staff of Flag Officer Gibraltar; CPOWTR John Higgs, Chief Buffer "Alan," Chief Missileman Trevor Briggs and Chief Wren "Helen."

NAME CHANGE

A change of name for Cheam branch. With the approval of the National Council, the branch will be known from now as Sutton. The London borough of Sutton obviously approves for it has allocated a piece of land to the branch on which to build its own headquarters.

The drive is now on to raise funds for this ambitious scheme; meanwhile meetings take place every Friday at 2030 at T.S. Puma Sea Cadet Headquarters, Church Lane, Beddington. Shipmate L. Favell, of 12, Glenthorne Close,

Sutton, will be pleased to provide further information to prospective members.

ILLNESS

A small cloud hovers over Birmingham Central since news broke that their long-serving secretary, Shipmate Graham Evans, had asked to be relieved of his duties because of illness. It is agreed by all that he will be very difficult to replace. The branch reunion dance attended by shipmates from Stourbridge and submariners from Burton was a great success.

Leigh and District White Ensign Association will celebrate its 25th anniversary with a parade through the town on the last Saturday of this month, to be followed by a dinner at St Joseph's Hall, Leigh, on the first Saturday in March. Members meet on the first and third Sundays of the month at 12.30 p.m., at the Eagle and Hawk Hotel.

The Royal Naval Patrol Service Association have been allotted a plot in the Garden of Remembrance, Westminster Abbey. Associations wishing to place crosses or emblems should contact Mrs. Irene Huttley (9, Portree Road, Bispham, Blackpool), treasurer of the Fleetwood R.N.P.S.

ANNUAL DINNER

Sixty-eight former Wrens who served during the First and Second World Wars attended the 17th annual dinner of Portsmouth Branch of the Association of Wrens.

A very popular shipmate has been lost to the Edinburgh Survivors Association with the death of Shipmate Alex (Jock) Shepherd, who was also well known in sporting circles.

A survivor of the Curlew and the Edinburgh, he joined the Royal Navy in 1922 and also served in the Hood and the Rodney. He retired from the Navy in 1948, having been awarded the Long Service and Good Conduct medal.

Those wishing to get in touch with the Edinburgh Survivors Association should note a change of address to 2, Crosfield Court, Haig Avenue, Great Sankey, Warrington, Cheshire.

REUNIONS

The Royal Canadian Naval Association is holding its 25th annual reunion in Peterborough, Ontario, Canada from May 18 to 21. Ex-members of the R.C.N. and R.N. wishing to attend should contact Mr. Jim Hamilton, Reunion Chairman, Box 434, Peterborough, Ontario, Canada. Hotels, motels and camping facilities will be available.

The 40th anniversary of the Battle of the River Plate four-ships reunion in Buenos Aires / Montevideo will take place December 8-17 and will cost approximately £600 per head. Former members of H.M. ships Ajax, Exeter or Achilles interested in attending the reunion should apply for details to Mr.

E. Smith, Boatswain, H.M.S. Belfast, Symonds Wharf, Vine Lane, SE1 2TH enclosing a stamped addressed envelope.

Royal Naval Liaison Officers who sailed in sloops of the Free French Navy during the Second World War are cordially invited to attend a reunion with their French Shipmates on April 1, at St Malo. For details write to M. Louis Cotteret, 12, Avenue Roussin, Harrington, 35400 St. Malo, France.

Old Boys of former Barnardo Sea Schools at W.N.T.S., R.C.N.S., and P.S.T.s. interested in attending a reunion in September should send for details to Mr. Sid Barron c/o After Care Section, Dr. Barnardo's, Tanners Lane, Barking, Ilford, Essex.

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HOVERPOWER!

More foreign visits and increasing participation in major exercises and trials are in store for the Royal Naval Hovercraft Trials Unit in 1979.

This follows a busy year for the H.M.S. Daedalus-based unit which was crowned by a visit from the Commander-in-Chief Fleet, Admiral Sir Henry Leach.

The unit was formed in 1974 as a successor to the Interservice Unit, which started at Daedalus in 1962, and four craft have been particularly active in the past 12 months.

Exercises

After emerging from a Cowes refit complete with Avon Sea Rider rigid inflatable dinghy and davit, the BH7 55-ton Wellington-class craft went to Rotterdam in May for the International Naval Exposition and then to Rosyth, where she operated for six weeks under the control of both Captain Fishery Protection and Captain Mine Counter-measures.

After a short period of maintenance at Lee-on-Solent, she was away again to the Clyde approaches for Exercise Northern Wedding, in which she was used widely for MCM logistics.

After another short break at Lee she was back in the Irish Sea, based at Peel, Isle of Man, patrolling in support of the herring ban.

A larger craft — the 100-ton VT2 — was chartered from Vosper-Thornycroft for two major amphibious exercises. In



Whisky Galore in the Hebrides she carried troops and their transport and in Spread Eagle in the Solent the craft was modified to accept and deploy palletised loads.

Since then she has undergone a series of sea-keeping and handling trials at Lee.

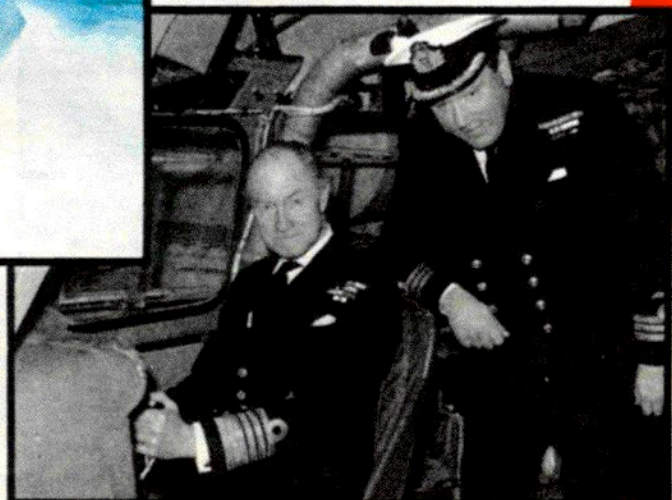
The unit's two smaller SRN6 craft were away on two major deployments during 1978, both to the Thames Estuary. The earlier one involved helping the Portsmouth and Medway Clearance Diving Team to clear unexploded ordnance from Dengie Flats, with a

short spell of range patrol at Shoeburyness. This led to a request for a second trip to Shoeburyness in July.

Besides their normal training tasks, the SRN6 craft gave displays at Chatham Navy Days and several air days and ships' families days.

Above: The unit's BH7 hovercraft.

Right: The Commander-in-Chief Fleet, Admiral Sir Henry Leach, tries the pilot's seat of the SRN6 hovercraft for size during a visit to the Royal Naval Hovercraft Trials Unit at H.M.S. Daedalus. With Admiral Leach is the unit's commanding officer, Cdr. Peter Reynolds.



JETFOIL STUDY

A Jetfoil Unit is being set up at H.M.S. Daedalus as an off-shoot of the R.N. Hovercraft Trials Unit.

The new unit will evaluate for the patrol role a 115-ton jetfoil being built for the Royal Navy by Boeing in the United States. Due for launch

late this year, the new craft will be completed and fitted out in Britain ready for operation in 1980.

Lieut. Richard Morgan has taken up his appointment as engineer officer and Lieut. Cdr. Peter Roach is due to take over as the Jetfoil Unit's commanding officer next month.

Brilliant launched

H.M.S. Brilliant, the third of the Broadsword-class of frigates which will eventually replace the Royal Navy's Leanders, has been launched at Yarrow's, Glasgow.

She follows H.M.S. Broadsword, the first of the Type 22s, and H.M.S. Battleaxe.

The new frigates are designed to carry a formidable array of weapons and two Lynx helicopters. The Brilliant will be armed with eight Sea Wolf missile launchers, four Exocet missile launchers, two 40mm guns, and two sets of triple torpedo tubes.

QUICKER REPLACEMENT

The Type 22s are built to a metric design, and are so constructed that the main engines and other equipment can be removed and replaced in a fraction of the time this would take in earlier frigates.

H.M.S. Broadsword, the first of the class, was accepted into the Royal Navy at Plymouth last month.



NATO AGENCY CELEBRATES

Since being set up 25 years ago, the agency which deals with communications "inter operability" between NATO's maritime forces has been chaired by the U.K. member. So it was considered highly appropriate to hold the silver anniversary meeting in London.

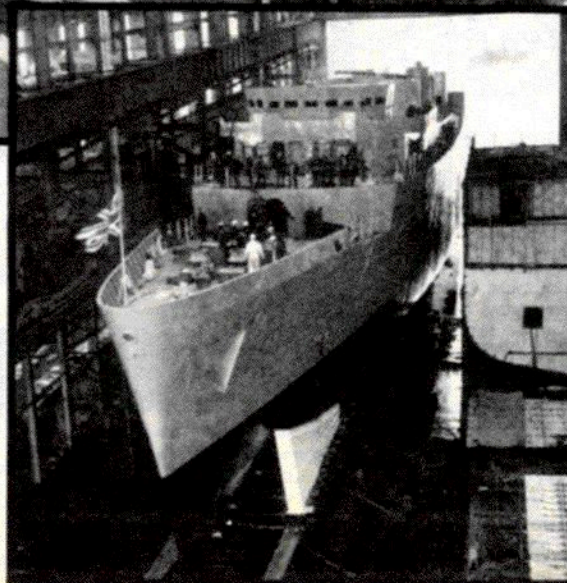
ANCA (Allied Naval Communications Agency) was originally established as ENCA (European Naval Communications Agency) in 1953. Responsible to NATO's Military Committee, the agency has a membership which includes senior naval signals officers from each of the maritime nations and representatives of the major NATO commanders.

The anniversary meeting was opened by Vice-Admiral S. F. Berthon (Deputy Chief of Defence

Staff — Operational Requirements) and a reception was hosted by Vice-Admiral Sir Anthony Morton (Vice-Chief of Naval Staff), both signals specialists.

At the reception, attended by many former chairmen, a magnificent anniversary cake, made by the bakers of H.M.S. Hermes, was cut by Mrs. Smith, wife of the first chairman of ENCA, Cdr. L. J. Smith, R.N. (Ret.), and Mrs. Waugh, wife of the present chairman, Capt. A. A. Waugh.

The anniversary occasion included a visit to the R.N. College Greenwich and a presentation on advanced transmission and satellite communication techniques on board H.M.S. Active alongside H.M.S. Belfast in the Pool of London.



It had to be a Brilliant occasion when the new frigate of that name was launched at Yarrow's Scotstoun yard. Moment of impact of bottle and ship is captured (above) as the latest Type 22 frigate is launched by Mrs. Daniel, wife of Mr. R. J. Daniel, Director General Ships. Also present at the ceremony were Sir Eric Yarrow and Admiral Sir Richard Clayton, Controller of the Navy.

Pictures: W. Raiston Ltd., Glasgow.

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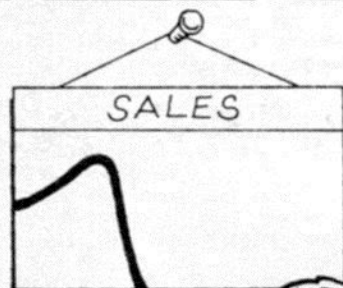
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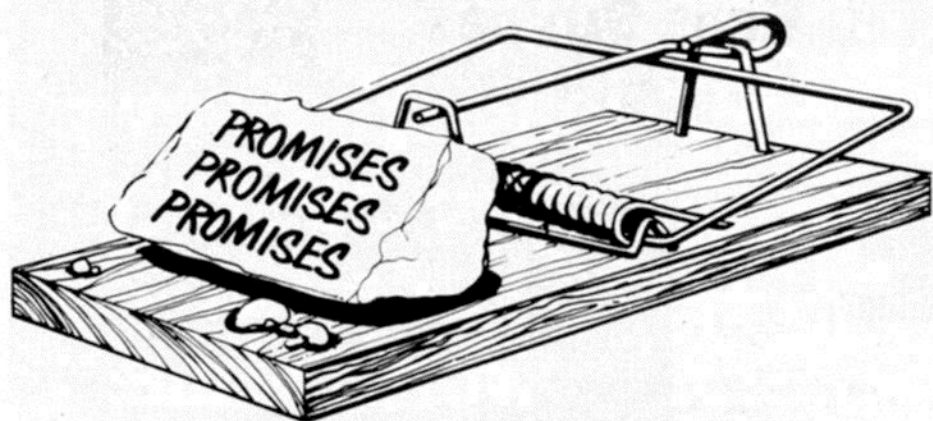


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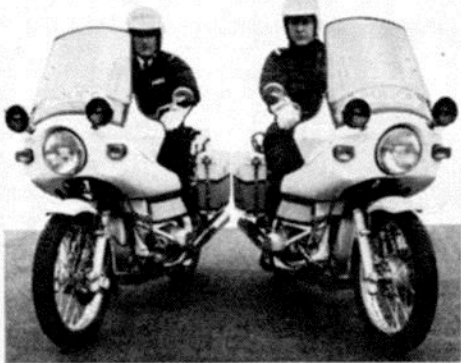
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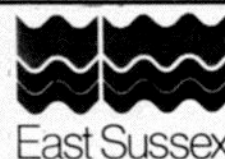
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SPORT

THAT'S JUST CHAMPION!

The Navy's bid to retain the Services team boxing championship got off to a great start at R.A.F. Halton on January 25. They won seven bouts to three, to repulse a determined effort by the R.A.F. boxing on home territory.

Navy winners were SEA Cliff Storey, MNE Steve Taylor, MNE Terry Marsh, RO Mervyn Lescott, AB Nick Croombes, NA Steve Willis and AB Tom Taylor.

Navy coach CPO Mick Shone was particularly pleased with the form of lightweight Steve Taylor, who stopped his man in the first round of their contest. It was the young Marine's first appearance for the Navy's senior team.

England internationals Taylor and Marsh both looked impressive on the way to unanimous deci-

sions, and the hard-hitting Croombes had done enough by the third round for the referee to stop the contest.

Willis was denied a return bout with England middleweight Delroy Parkes, who was unfit, and won comfortably against the R.A.F. reserve. Lescott, standing in for injured Wayne Green, also had a comfortable win.

POINTS DEFEAT

AB Phoenix Jacobs lost on points, as did LPT Mick Garrity, who came out of retirement to oppose the R.A.F.'s wily old featherweight O'Malley. Heavyweight LSA Roy Greenacre also lost on points.

STD John O'Driscoll and MNE And Gill got the evening off to an appropriate start by winning their special featherweight and welterweight bouts.

R.N. OPEN BOXING CHAMPIONSHIPS, 1979

Flyweight — SEA C. Storey (H.M.S. Antrim), walkover.
Bantamweight — AB P. Jacobs (H.M.S. Nelson), walkover.
Featherweight — STD J. O'Driscoll (H.M.S. Intrepid), walkover.
Lightweight — MNE S. Taylor (42 CDO) beat LPT G. McBride (H.M.S. Sultan), pts.
Light-welterweight — MNE T. Marsh (41 CDO) beat MNE A. Gill (CDO LOG Regt.), pts.
Welterweight — AB W. Green (H.M.S. Ajax) beat RO M. Lescott (H.M.S. Dolphin), pts.
Light-middleweight — AB N. Croombes (H.M.S. Kent) beat POEL R. Duke (H.M.S. Ark Royal), ftc 1.
Middleweight — NAM S. Willis (H.M.S. Daedalus), walkover.
Light-heavyweight — AB T. Taylor (H.M.S. Vernon) beat MNE A. Price (CTCRM), pts.
Heavyweight — SA R. Greenacre (H.M.S. Nelson), walkover.

R.N. titles go with form book

The strength of Royal Navy boxing was mirrored, in a negative sort of way, by a predictable evening's entertainment at the 1979 Navy championships in H.M.S. Nelson.

In the open division, five titles were uncontested, two proved to be little more than exhibition work-outs, one ended abruptly in the first round, and only one bout had the judges at all divided.

That was the first contest of the night, between MNE Steve Taylor (42 CDO) and the 1976 lightweight champion, LPT George McBride (H.M.S. Sultan). McBride took two compulsory counts in the first round after heavy body punches had put him down, but recovered sufficiently to put in a storming third round.

His efforts impressed one judge, but the title went on a majority decision to Taylor.

PROBLEMS

Equally competitive was the welterweight championship, during which the ever-improving RO Mervyn Lescott (H.M.S. Dolphin) caused all sorts of problems for England international AB Wayne Green (H.M.S. Ajax).

Green pulled out a superb third round to claim a unanimous decision, but Lescott must have won the second round, and obviously gives the Navy strength in depth at this weight.

The Navy's new light-welterweight champion is MNE Terry Marsh, who last year won an A.B.A. title at lightweight. He steps up a division this season, and is the third international to hold the Navy light-welterweight belt in five years. The other two were

BOXING

A.B.A. champion Paul Kelly and Wayne Green (three times the Navy champion).

LUCKLESS

Marsh's luckless opponent was MNE Andy Gill (CDO LOG Regiment).

Another luckless opponent was MNE Alan Price (CTCRM), who must have felt he was walking into a brick wall. That, probably, would have been just as profitable as his brave pursuit of England light-heavyweight AB Tom Taylor (H.M.S. Vernon).

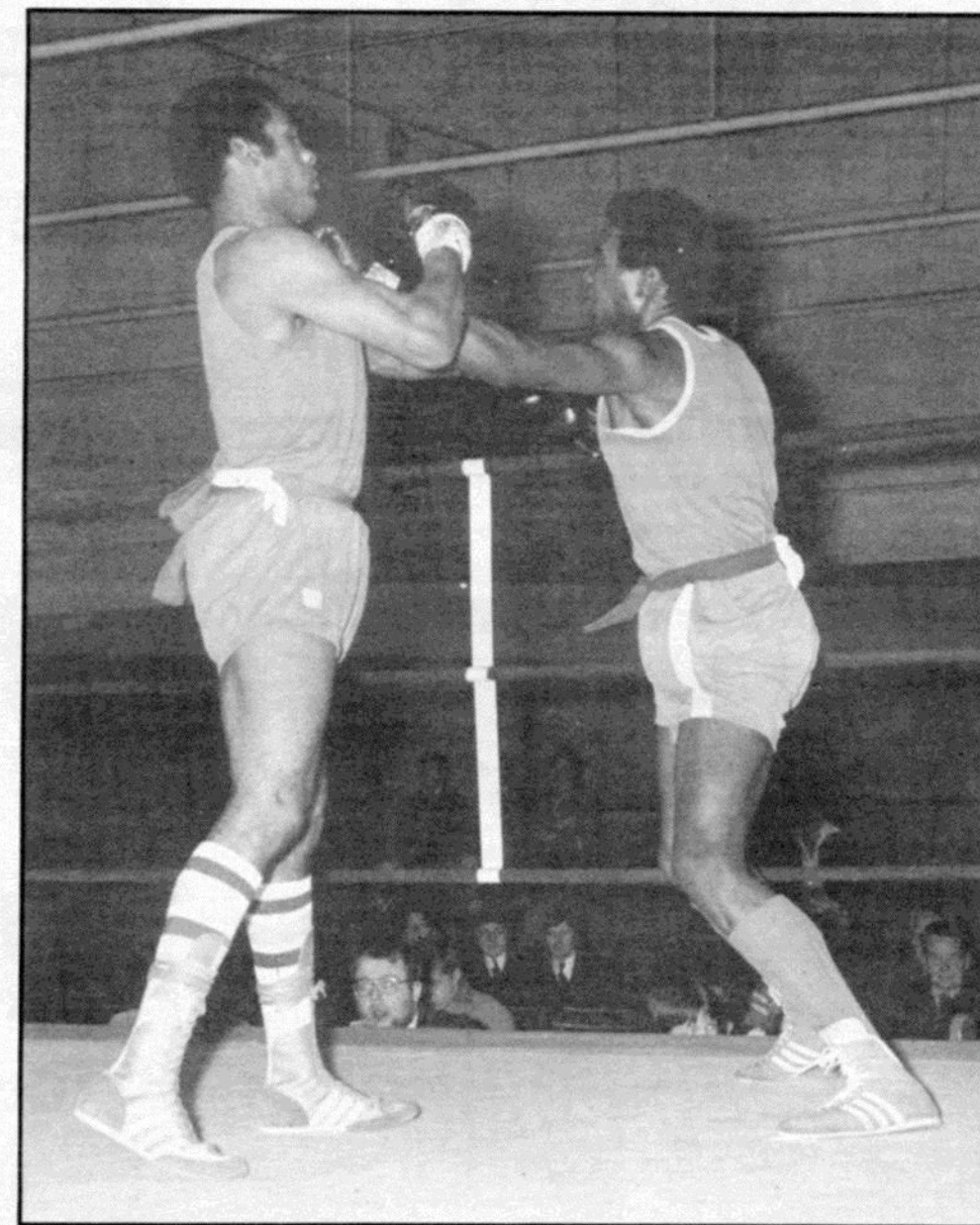
Shortest contest of the night — bar the walkovers — was AB Nick Croombes's first round demolition of POEL Duke (H.M.S. Ark Royal).

INTERMEDIATE

The intermediate championships were altogether more interesting. Fight of the night, open contests included, was the wham-bam three rounds between AB Steve Powell (H.M.S. Temeraire) and STD Sam Elliott (H.M.S. Intrepid).

Powell took a count in the first round, then landed two crunching blows to put Elliott down twice in the third round. Powell got a split decision, but both men shared a cold night crowd's warm appreciation.

MNE Gordon Sinclair (42 CDO) was awarded a majority decision over MNE Paul Davren



RO Mervyn Lescott jabs out a left during his welterweight clash with AB Wayne Green at the R.N. open boxing championships in H.M.S. Nelson. Green, an England international, injured a hand during the contest, which he won on a unanimous points decision. Because of the injury, Lescott stepped into the welterweight berth for the Navy's match against the R.A.F. on January 25.

Picture: LA(Phot) Brian Mooney.

(41 CDO) after a very close light-welter contest, and LCpl Denis Roberts (40 CDO) had to work hard against RO Steve Smallbone (H.M.S. Heron) to win the welterweight title.

R.M. TITLE

The Royal Marines, who also won the heavyweight title through the efforts of MNE Mac Mackintosh (CDO LOG Regt.), ended seven years of Portsmouth domination to clinch the intermediate team trophy.

Portsmouth were second in the team event, Plymouth third, Naval Air Command fourth, and Scotland fifth.

Royal greeting on R.N.F.A. birthday

The Royal Navy Football Association reached its 75th birthday last month — and received a letter of congratulations from the Queen.

Seven officers met on January 13, 1904, and resolved "that an association be formed for the guidance and government of naval football and that letters be written to Devonport and Chatham asking for their co-operation."

A lot of water has flowed under the bridge since then, and the R.N.F.A. can be proud of its progress to the status of a County Association with full representation on the council of the Football Association.

ROYAL PATRONAGE

With the exception of one or two years, the R.N.F.A. has enjoyed Royal patronage since 1905. To mark the anniversary, loyal greetings from the R.F.N.A. were sent to the Queen, who replied on January 13:

"I sincerely thank you, the Vice-President, the General Council, and all members of the Royal Naval Football Association for your kind message of loyal greetings. As Patron of the Association I very much appreciate this message and send my warmest congratulations and good wishes to you all on the occasion of your 75th anniversary."

New-look squad faces Army

Main celebration of the R.N.F.A.'s 75th anniversary is to be focussed on the annual Army-Navy match, to be played this year at H.M.S. Pembroke on March 7, writes Jack Sheppard.

This game is the first of the Inter-Service campaign, and the Navy team will have to play well to retain the championship.

The squad has a new look about it, and differs greatly from that which has won the Inter-Services three times in the last four years.

Of the 1978 team, David Lancaster, Johnny Gwynn, John O'Connell, Jimmy Stephenson, David Horton and Steve Littlefair are at sea, Jimmy Scott has hung up his boots, Frank Ovard and John Harvey have left the Navy, and Dutchy Holland and Jed Sharp may not be available because of Service commitments.

NEW FACES

Navy selector Jimmy Foy has looked at many players since the season began, and some of the new faces to be given a chance in the build-up to the Inter-Services will be MUSN Gary Smith, POAF Bill Green, POEM Len Ashmore (all of R.N. air station Yeovilton), MNE Chalkie Elliott (H.M.S. Intrepid), Cpl Paul Dixon (40 CDO), LMEM Lee Tongue (H.M.S. Fearless), CEM Ian Rogers (H.M.S. Centurion), PLT Blood Reed (H.M.S. Mercury), and RO1 Kevin Stokes (H.M.S. Bristol).

Second game of the championship, against the R.A.F., is at Cosford on March 14, and the Army-R.A.F. match is at Aldershot on the 21st.

The Navy beat the Amateur Football Alliance 3-2 in London, but had the woodwork to thank for keeping out the Alliance's last kick of the match. Lee Tongue (2) and Kevin Maddocks (H.M.S. Sultan) scored the Navy goals.

PAID DEARLY

But the Navy paid dearly for not taking advantage of the blizzard-like conditions when they met Somerset at Taunton in the South West Counties Competition.

The Navy kicked off with wind and snow blowing them headlong into the Somerset goal, but could not find the target. Within five minutes of the interval, Somerset had scored twice, and eventually made it 3-0 after the Navy had fought back well.

Bawtree after title No. 11

The increased interest in squash was reflected by an encouraging entry for last month's Navy squash championships. Fifty-six officers and ratings entered for the main event — the largest field since 1972.

Seedings for the championships, from January 25 to 28, were: 1, Lieut.-Cdr. Robin Bawtree; 2, CPO Geoff Huggins; 3, MEMN(P) Frank Smith; 4, Lieut.-Cdr. Phil Pool; 5, Sub-Lieut. Irvin Pratley; 6, Lieut.-Cdr. Colin O'Keefe; 7, Lieut.-Cdr. Mike Sauvage; 10, CPOPTA Pat Beaton.

Much attention was being focussed on Robin Bawtree's attempt to win the championship for an amazing 11th time.

To encourage younger players, an under-25 event was

SQUASH

organized this year, while the veterans final was seeded to be contested by Lieut.-Cdr. Hugh Rump and Capt. Brian Shatlock.

The Navy team for the Inter-Services tournament was being selected after the championships, and with interest and standards at a peak, it was hoped to produce the strongest Navy squad in years.

SPORT

COLD BATH!

Navy lose an 'Arctic' thriller

A Navy side with only seven of last year's Inter-Service squad, but nevertheless containing ten capped players, put on a most encouraging show in Arctic weather at Bath, where they narrowly lost an extremely entertaining game by six points to 13, writes Mike Vernon.

They might have come even closer had not the referee, from Yorkshire on this occasion instead of the usual Westo "homer," brought them back for a fruitless penalty, instead of playing advantage, as Trevor Newson was actually crossing the line after an inside jink in which he wrong-footed two men.

Newson and Martin Taylor, both returning to the side after a season's absence, had fine games, as did the entire pack with John Ackerman, Roger Tinson and Shady Lane outstanding and newcomer Benny Goodman prominent in the loose.

GIFT TRY

Bath opened the scoring after 12 minutes with a penalty goal from Palmer, and shortly afterwards the Navy, trying to interpret the referee's semaphore signals instead of playing to his whistle, let the fringing Horton in for a gift try.

Turning round 0-7 down, the Navy fell further behind after a midfield break by the Bath scrum half, carried on by centre Sutton with an exquisitely timed reverse inside pass, put international winger Wyatt in for a try which was converted by Palmer.

BEST TRY

Undeterred, and steadied by some good line-kicking by Geoff Fabian, the Navy set up some good forward pressure, and shortly into the last quarter, scored the best try of the match. Heeling from a set scrum on the Bath 22, direction was cleverly switched inside and Fabian and Colin English sent Chico Hopkins diving in under the posts, for the latter to convert his own try.

Despite a scintillating break or two by England fly-half Horton, he and the other powerful Bath backs were generally well-contained, as well as denied quality possession by the Navy forwards who lasted well.

Metropolitan Police 17, Royal Navy 4

Arctic conditions prevailed again at Imber Court where, after getting back in the game towards the end of the first half, the Navy relinquished control after the interval and finally succumbed 4-17.

Two experienced and talented half-backs, John Montgomery of Middlesex and Tim Bryan of Northampton and formerly of Oxford University and England Under 23, together with a much taller and heavier pack, were the Police trump cards, and it was Bryan, with two clever dummies, who put the Police left wing over after only five minutes. He was unable to convert this or the second Police try from a push-over after Taff Thomas, making his debut at fly-half for the Navy, had his defensive kick charged down.

INEXPERIENCED

Without the injured John Ackerman, the inexperienced Navy front row were in all kinds of trouble against their stronger opponents, with the result that Paul Hart, receiving indifferent ball mainly on the retreat, had a

INSURING A GOOD GAME?

That highlight of the Services rugby calendar, the Army-Navy meeting at Twickenham, is to be given financial support for the next three years by Stewart Wrightson, the insurance brokers who manage the Navy's N-Trust scheme.

As part of their involvement, Stewart Wrightson are also presenting trophies to the winning teams in both junior and senior matches. The senior trophy — which will be awarded for the first time at this year's Twickenham encounter on March 10 — is a specially commissioned piece of silver of unusual design.

SNOWED OFF

Weather permitting, the Navy were due to play Saracens on January 27 and Cambridge University on the 31st. The Bristol match on the 23rd was "snowed off."

One other game, against Oxford University on February 7, should see the Navy XV in top gear for the first of the Inter-Service matches, against the R.A.F. at Twickenham on February 17. Leicester, on February 28, provide the only other opposition before the Navy return to Twickenham to face the Army.

difficult game at scrum-half from which he emerged with some credit.

Charging down a kick on the Police 22, it was he who, just on half-time, enabled Mick O'Shea to combine with Charlie Hughes to set up John Clark on the overlap, and the lock galloped away like a veritable greyhound

to pull the Navy back to 4-8.

The second half, with the Navy forwards' energy sapped by the conditions and their opponents' size and weight, belonged mainly to the Police for whom Bryan, playing an increasingly dominant role with ample possession, increased their lead with two penalty goals and a drop goal.



Members of the Commando Training Centre, Lympstone, rugby team are pictured with their trophies after winning the Navy Cup, C.T.C. beat H.M.S. Daedalus in the final at Yeovilton to become the first Royal Marines team to win the knock-out competition.

All go for the runners

The cross-country season comes to the crunch this month with Command and Navy championships due to be run.

Portsmouth's championship will be decided over the H.M.S. Dryad course on February 6, Plymouth's at H.M.S. Cambridge on the 7th and Naval Air Command's at H.M.S. Osprey on the 8th.

The Royal Navy championships are scheduled for Dryad on the 23rd.

COURSES

Several courses are being organized for those interested in athletics, both as performer and coach. Advanced proficiency courses have been arranged for March 5-9, and May 7-11 at Victory Stadium; B.A.A.B. club coach courses for April 29-May 4 at Aldershot and September 24-28 at Crystal Palace; and a course for R.N. coaches at Victory Stadium from September 17-21.

Scottish record falls to Mills

Surg.-Lieut. Wilson Mills (45 CDO) won the Scottish short course 50m. swimming championship and followed up this success by finishing second in the 100m. freestyle in a new Navy record of 54.3 sec.

On the water polo scene, a Navy squad travelled through petrol shortage and ice to finish third in the Bedford tournament behind the home side and the Dutch team Gispem.

The Navy won all its games to finish first in a water polo tournament held at H.M.S. Temeraire last month. The Navy beat Southampton 6-1, Bournemouth 9-5, and Yeovil 15-4.

SWIMMING

On the following day, the Navy beat Brighton Swimming Club 11-4 and Shiverers 7-2. Back in the Navy team for these games was Combined Services player POREL(A) Alan Bowles, who is serving in H.M.S. Hermes.



WHAT, WHEN, WHERE

FEBRUARY

- 2-4 — Squash: RN v Guernsey (Guernsey).
- 2-4 — Basketball: RN v Local Clubs (Plymouth).
- 3-4 — Kayak: R. Tees (3) (Yorks).
- 3 — Hockey: RN(W) v Chelsea College of PE (Eastbourne).
- 4 — Hockey: RN(W) v Bishops Otter (U.S. Portsmouth); Volleyball: RN(W) v Whitefield (Bristol).
- 7 — Hockey: RN v Cambridge University (The Parks); Football — RN v Civil Service (Portsmouth); Rugby: RN v Oxford University (Oxford).
- 9-10 — Swimming: RN v GLC & RN v ULU (London).
- 10 — Football: RN v Devon(H) SW Counties competition (Youth) (Portsmouth); Chess: RN v Army (H.M.S. Dryad).
- 11 — Swimming: RN v London Clubs

- (H.M.S. Temeraire); Badminton: RN(W) v Havant (H.M.S. Nelson); Hockey: RN v Purley (Purley).
- 12 — Rifle Shooting: Inter-Service rifle shooting championships (H.M.S. Daedalus).
- 15-17 — Badminton: Inter-Command championships (H.M.S. Sultan).
- 15 — Football: RN v Portsmouth FC (Portsmouth).
- 16 — Squash: RN v Jesters (N & M Club).
- 17 — Squash: RN v Escorts (RNC Greenwich); Rugby — RN v RAF (Twickenham); Hockey: RN v Oxford University (The Parks).
- 16-18 — Swimming: RN v Local Clubs (H.M.S. Raleigh).
- 17-18 — Kayak: R. Wye (Hereford); Table Tennis: RN(W) v Hampshire (Portsmouth).
- 18 — Volleyball: RN(W) v Ashcombe & All Sports (Dorking).

- 21 — Football: RN v Wiltshire (Portsmouth); Squash: RN v Army (Aldershot).
- 22 — Squash: RN v RAF (Aldershot); Boxing: RN v Army (H.M.S. Nelson); Table Tennis: Inter-Service Table Tennis Championships (W) (RAF Stanmore Park).
- 24 — Fencing: RN Knockout Finals (H.M.S. Temeraire); Badminton: RN(W) v Winchester (H.M.S. Mercury).
- 24-25 — Hockey: RN v Western Counties Weekend (Brickfields).
- 23 — Athletics: RN Cross Country Championships (Seniors & Juniors) (H.M.S. Dryad).
- 26 — Rugby: RN v Leicester (Leicester); Football: RN v Cornwall (Truro); Hockey: RN v Hants (Away).

MARCH
(first week)

- 1 — Basketball: RN Junior KO final.
- 3 — Football: RN v Cornwall (A) SW Counties competition; Golf: RN(S) v Seniors (Woking); Hockey: RN (W) v Havant (RM Eastney).
- 3-4 — Kayak: R. Trent (Nottingham); Hockey: RN v Bowdon v Brooklands (Aldershot).
- 4 — Rifle: RN v NATWEST (Longmoor Qli); Hockey: RN (W) v Hampshire 'A' (U.S. Portsmouth).
- 5 — Chess: RN Chess championships (H.M.S. Heron).
- 5-6 Badminton: Inter-Service championships (RAF Cosford).
- 7 — Football: RN v Army (Chatham); Boxing: CSBA team championships (Aldershot).
- 5-9 — Athletics: Advanced Proficiency Course (Victory Stadium).
- 5-23 — Swimming: RNASA Coaches Course (H.M.S. Temeraire).

Winner of the Under-25 class championship in the Portsmouth and Medway Area Rifle Association League was LREM Johnny Johnson (right) of H.M.S. Antrim. Pictured with him on the Tipner Range at Portsmouth is the captain of the Antrim rifle team, Lieut. Bernard Robertson, who, as a member of H.M.S. Dolphin's team, won the same prize last year.



Margaret's the icing on the cake

On her visit to the Boat Show, Miss Universe — 19-year-old Margaret Gardiner, from Cape Town — presented a magnificent cake to the Royal Alexandra and Albert School, Reigate, which has links with the Nore R.N. and R.M. Children's Trust. The cake, to celebrate the founding of Western Australia 150 years ago, was presented on behalf of the Government of Western Australia, where the Miss Universe pageant will be held in July. Pictured with Miss Universe are naval family pupils from the school at Reigate.

Picture: CPO(Phot) Eric Hawkes.

Repulse 'shakes down' in States

Following her second refit, the Polaris submarine H.M.S. Repulse went to the United States in January for final "shakedown" tests for her two crews and the weapons system. The visit culminates in the test firing of an unarmed Polaris missile down the Atlantic missile test range.

Since completing refit at Rosyth in July, the Repulse has carried out post-refit trials and tests. She embarked her Polaris A3 missiles from the R.N. Armament Depot

at Coulport before leaving the U.K.

The Starboard crew, under Cdr. W. M. Logan, was operating the submarine when she left Faslane, and the Port crew, under Cdr. P. L. Bryan, were taking over half way through the visit.

In the States she was berthing at Port Canaveral, Florida.

After the Polaris test firing, the Repulse returns to Faslane before becoming operational.

It's the Senior Service!

Service until the age of 60 now becomes a possibility for officers in serious shortage categories or who have special experience or qualifications which the Navy needs to retain. There may also be "come back" opportunities for retired officers up to the age of 57.

Existing schemes for officers to extend service beyond compulsory retirement age are being superseded by a scheme which now allows requirements to be met from a single pool of officer man-power.

Opportunities will depend on the current shortage in the applicant's specialization, his suitability and medical fitness.

Until now, extensions to meet specific shortages in ranks or specializations have been limited to a maximum age of 55. Instead of extensions for periods of two to three years, future extensions of up to five years will be allowed at a time (to a maximum age of 60).

Terminal grants will be payable

BOUNTIES

(Continued from Page 1)

The men concerned are mainly chiefs and petty officers — nearly all artificers and mechanics — who enter as marine or electrical engineering specialists.

They have to pass the nuclear propulsion long course, which gives them nationally recognized technician engineer qualifications in the nuclear field.

At present about 80 a year are trained on the nuclear propulsion long course.

Bounties in the Navy are not unique and they were used successfully in the late sixties to encourage retention in some shortage categories.

Footnote: Under PAYE rules any large taxable sum credited to a pay account attracts an immediate and disproportionately large tax deduction. To spread this liability over a period, H.M.S. Centurion will apply special arrangements. Details are with the Supply officers.

at 55, even though full pay continues. However, retired pay and additional terminal grant on final retirement will be based on total service up to 34 years (including Extended Service).

ELIGIBLE

Officers eligible for extension of service are: Commanders and lieutenant-commanders on the General List; commanders, lieutenant-commanders and lieutenants on the S.D. List; commanders, lieutenant-commanders and lieutenants with pensionable commissions on the Supplementary List; instructor officers on five-year S.C.C. (eligible for extension up to a maximum of eight years).

There is a possible requirement for a small number of extensions of service for captains R.N. for specific appointments at certain times.

R.M. officers on the General List and on the S.D. List will also be eligible.

RE-ENTER

Retired officers under 57 are eligible to re-enter under the revised scheme. Where a vacancy at the rank of an applicant is not available, a post at a lower rank may be offered. Officers will not normally be considered for re-entry if they have been retired for more than five years.

The revised arrangements, drawing together the two existing schemes and modifying them, are designed to help the Royal Navy meet specific shortages in certain ranks and specializations, and its commitments to foreign and Commonwealth navies.

Full details are being published in DCI(RN) 45/79.

Above — The Navy in action at the Boat Show as, over the central harbour feature, the R.N. Display Team presents its window ladder routine.

Picture: PO(Phot) George Wicks.

Below, Mrs. Thatcher gets into the swing of things as she samples a jacksay transfer on opening the show. Steadying hands are supplied by LPT Bob Alindow and Capt. Derek Blacker, the Navy's Director of Public Relations.

Picture: LA(Phot) Ian Pitblie.



Brereton 'retires'

H.M.S. Brereton, with a claim to be the longest-serving member of Britain's oldest naval squadron, has "retired" to go into refit. The Brereton, which had been with the "Fish Squadron" since 1972, left Portsmouth last month for Gibraltar, where she is expected to be in refit until the end of the year. It is then planned that she serves with the R.N.R.

NAVY MAKES A SWINGING BOAT SHOW

Thousands of visitors to the 25th London International Boat Show had a swinging time by calling on the Royal Navy, which played an impressive major role in the central harbour feature at Earls Court.

The show was opened by Mrs. Margaret Thatcher, who was among those the Navy swung across the pool by jacksay.

STICKERS

Messrs. Morecambe and Wise visited the Navy, as did the well-built Mr. Peter Ustinov (but it is known that he didn't risk the ride). In all, more than 5,000 were jacksayed over the water and received certificates to prove it, together with stickers such as "I've been jacksayed! R.N.'t I brave."

About a quarter of a million people attended the show and from the ground floor and higher levels many of them stopped to admire the performances of the men of the R.N. Display Team as they went through routines on the 83ft. mast beside the pool, or carried out an intricate display involving more than 200 movements on the window ladder suspended over the water.

BUTTON BOYS

Button boys for the mast displays were LREM P. Downs and AB M. Codrington.

Music for the naval ceremonies, which included Sunset, was provided by the R.M. Band of the Commander-in-Chief Naval Home Command. The R.M. guard was from 41 Cdo, and each day the salute was taken by a Royal Navy or R.M. V.I.P.

Southampton launch

The launch of H.M.S. Southampton, delayed from last October, was taking place at the Woolston, Southampton, shipyard of Vosper Thornycroft (UK) Ltd. on Monday, January 29. Invited to perform the ceremony was Lady Cameron, wife of the Chief of the Defence Staff (Marshal of the Royal Air Force Sir Neil Cameron). The Southampton is the Navy's eighth Type-42 destroyer.